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# THE CHINA PRESS

大陸報

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## MORE WARSHIPS IN GREEK FLEET HAVE JOINED THE ALLIES

### Two Battleships, 4 Destroyers Said to Be Under French Orders

### VENIZELOS' HOPES

### Still Looking to King At Eleventh Hour to Lead In War on Bulgars

(Reuter's Agency War Service)

Athens, September 28.—An unconfirmed report states that, besides the battle-ship Hydra, the Greek battle-ships Spetsai and Psara and four destroyers have placed themselves under the command of Admiral Fournier, the French Commander-in-Chief.

A telegram from Canea, in Crete, says that the proclamation of the Provisional Government is signed by M. Venizelos and Admiral Coundouriotis. Its main points compare the situation of Greece at the present time with her position before the war.

It states that it will be a happy event if, at the eleventh hour, King Constantine decides to take the head of the forces of the nation alongside its allies, the Serbs and drive the Bulgar invaders out of the country. In the contrary event, it will be the duty of the Provisional Government to do what is needed to save the country from the ruin with which it is threatened.

The proclamation says that the application of the personal policy of the Crown, which has been the victim of bad counsels, has resulted in a rapprochement with the hereditary enemies of Greece, the violation of the constitution and internal anarchy. It dwells on the refusal of facilities to the Serbs, the abandonment of territory, the flight of the population before the Bulgars, the cession of war material and the sending of Greek soldiers to Germany.

It dilates on the fact that patriots are considered traitors and on the German propaganda and states that it is essential to re-establish national unity by an immediate return to the policy dictated by the conscience of the nation.

### *Germans Claim Advantage East of the Prespa Lake*

(Ostasiatische Lloyd War Service)

Official German report.—Headquarters, September 27.—On September 25, further advantages were gained east of the Prespa Lake. East of Florina, hostile attacks were repulsed.

As a reply to the enemy's attack at Kajmakalan, the Bulgarian troops attacked the enemy, defeated and pursued them and captured two guns and several machine-guns and mine-throwers.

## AUSTRIANS EVACUATE VULCAN AND SZURDUK

### Rumanians Organise Far-Reaching Outflanking Move; Austro-German Attack

(Ostasiatische Lloyd War Service)

Official German report.—Headquarters, September 27.—Our attack near Hermannstadt is progressing. The airship and aviators' attacks on Bukharest have been repeated.

Official Austro-Hungarian telegram.—Vienna, September 26.—The Vulcan and Szurduk Passes have been evacuated before a far-reaching outflanking movement of strong Rumanian forces. Near Hermannstadt, fresh engagements are developing. The Austro-Hungarians and Germans are attacking.

Vienna, September 27.—In the district of Petroseny, there was fighting contact with the Rumanians only on the Monte Lisini. Near Hermannstadt, the combat is progressing favorably for us.

On the eastern front of Transylvania, our detachments were engaged in combats at numerous places. In the Bahricinora district, the Rumanians were repulsed north of Kirlibaba, while Russian attacks were repulsed in the district of Ludova.

## *Paris Not German Objective, View Of Frederick Coleman*

### *Aim Was to Put Army Out Of Action 'And They Didn't;' Credit Was Foch's*

Seldom has anything so absolutely and intensely interesting been heard locally as the war chat that Mr. Frederick Coleman had with a big audience at the Lyceum Theater last night. For just over two hours, the speaker kept everyone enthralled. So big was the subject and so nearly did it touch the hearts of the listeners that they forgot to applaud even after the most stirring passages.

The speaker gained sympathy and admiration from the start, because he is a man that has seen and done big things. He also made himself popular by his fascinating delivery and arrangement of his wonderful story.

He dealt chiefly with the retreat from Mons and then the advance and battle of the Marne. He was one of a group of 25 volunteers who went over to France in the early stages of the war and, with his motor-car and camera, he managed to gather as an eyewitness the story heard last night. Mr. Coleman impressed the fact that he is an American and, therefore, could only be a Volunteer.

Mr. Coleman very quickly showed his hearers his tremendous admiration for the British Tommy. That first 100,000 that went out saved the situation. They were fine. They fought and fought and fought again and, no matter how weary or footsore, they were always ready with a cheery word and always bouyed up with the sure confidence of victory.

The lecturer was very definite in his opinions of the German offensive. "It was not Paris," he said, "that was the German objective. They might have a good time there—probably would—but the City would be useless to them while there remained in the field a virile French army. The German aim was to put out of action that army—and they didn't."

Mr. Coleman told many anecdotes showing the splendid spirit of both the French men and women and also of the British Tommy in retreat. He won a great round of applause when he mentioned the battle of the Marne and coupled it with the name of the great French General Foch. To this brilliant soldier he gave the great share of the praise for the Allies' victory "By some extraordinary strategy," said the speaker, "General Foch broke the German line and thus made success assured."

He paid a high tribute to France. He said the country had found a soul. The war had Christianized the people. They had seen big things and they had come to realize real things although they might be invisible but none the less true. He told of soldiers mudstained and bareheaded kneeling before a crucifix. He told of scenes sinister and awful and they all led to the feet of Christ.

In a passing reference to the air service he said that Britain started out far inferior in detail to the enemy, but so grand was the breed of the young men who battled in the air, that even with machines that did not compare with the Germans the Allied airmen early established a superiority. Now their service was actually and relatively better.

After a short interval Mr. Coleman continued his intensely interesting talk and called the aid of his camera. Some excellent pictures—taken by himself—were thrown upon the screen and they met with the warmest approval.

The lecturer in conclusion said that in all his time among both British and French there never was a moment when he heard a suggestion of "ending the war." The one idea was "to win the war" so that terms might be dictated to Germany and "never again would be so titanic a struggle."

Mr. Coleman lectures again on Tuesday. He will show new pictures and his subject matter will of course be different.

### *The Weather*

Cloudy, but rather fine weather. The maximum temperature recorded yesterday was 79.6 and the minimum 55.8, the figures for the corresponding day last year being respectively 82.5 and 57.2.

## BRITAIN ONLY BEGUN TO FIGHT; LOOKS FOR KNOCK-OUT—Ll. GEORGE

### Won't Tolerate Intervention Till Military Despotism Irreparably Broken

### NO QUITTERS IN ENTENTE

### Battle-Cry Is: 'Never Again!' Time Is Not Counted, But Only the Result

(Reuter's Agency War Service)

London, September 28.—Interviewed by a representative of the United Press of America, Mr. D. Lloyd George, Secretary of State for War, emphasised that the British have only begun to fight. The Empire has invested thousands of its best lives in the purchase of the future immunity of civilisation. "We are under no delusion that the war is nearing an end, but we have not the slightest doubt how it will end."

Referring to the peace talk, which has created among the British popular suspicion of America, Spain and the Vatican, Mr. Lloyd George said that the Empire will not tolerate intervention, now she is prepared, until Prussian military despotism is irreparably broken. The British have had a bad time and, now the fortunes of the game have turned a bit, they are not disposed to stop because the Germans are squealing. The fight must be to a knock-out.

He paid a magnificent tribute to the French and declared that their determination is equal to that of the British, while Russia will go through to the death. "There are no quitters among the Allies. Our battle-cry is: 'Never again!'

"Not vengeance inspired the determination of the British to fight to a finish. The inhumanity and pitilessness of the fighting still to come is not to be compared to the cruelty involved in stopping the war before the complete elimination of the Prussian menace.

"No man or nation with the slightest understanding of the British citizen army, which took a terrible hammering without a whine, will attempt to call a halt. Now time is not counted; only the result is counted."

Referring to France, Mr. Lloyd George said that the world has not begun to appreciate the magnificence, the nobility, the wonder of France.

## WEEKLY MEATLESS DAY PROPOSED FOR BRITAIN

### Further Restriction of Imports Another Suggestion of Investigating Committee

(Reuter's Agency War Service)

London, September 29.—The Board of Trade Committee which has investigated the increase in the cost of food-stuffs, recommends the acceleration of the construction of merchantmen, so far as is compatible with the needs of the navy; the immediate provision of sufficient dockers and railwaymen to prevent congestion; further restriction of imports; the development by the Government of direct sources of meat-supply; one meatless day a week and municipal shops for the sale of food-stuffs, where there is reason to believe that retailers are making excessive profits.

## *M. Estubier, Yunnan Rail Superintendent, Murdered by Pirates*

Reuter's Pacific Service to The China Press

Hanoi, September 30.—Mons. Estubier, a district superintendent on the Yunnan railway, has been murdered by a gang of pirates. Mons. Wilden, the French Consul and a Chinese official are making investigations. Traffic has not been interrupted.

### BRITISH STEAMER SUNK

(Reuter's Agency War Service)

London, September 28.—The British steamer Thelma and the steamer Knuthilde Stathe have been sunk.

## Gas Masks a Necessity in Advanced Positions

This picture illustrates the conditions under which the fierce fighting along the Somme is taking place. Here are shown British gunners with their machine guns in an advanced position. The men are wearing gas-masks, as a protection against any expected or unexpected gas attacks from the enemy's lines.

## *President Condemns Secret Meetings As Undermining State*

### *Declares Partition Is Not Far Off If Internal Strife Allowed to Continue*

*Ostasiatische Lloyd*

Peking, September 30.—The resignation of Tong Shao-yi, Minister of Foreign Affairs, has been accepted by President Li Yuan-hung.

A Mandate of the President sharply criticises certain secret meetings, which, under the pretext of patriotism, are working for selfish ends. The Mandate states that partition is not far off if internal strife continues.

According to the Peking Jih-pao, Hsu Shih-ying, Minister of Communications, is secretly negotiating with the Sino-Japanese Industrial Syndicate about a loan of three million dollars, bearing 8 per cent interest, with the revenues of the Peking telephone service as security.

The revised Japanese loan agreement, subject to sanction by Parliament, provides for the purchase of 60,000 tons copper cash coins by the syndicate.

The second class of the Tiger Order has been conferred upon Lieutenant-General Aoki.

## *British Commandeer Leather For Military*

(Reuter's Agency War Service)

London, September 29.—The Army Council is commandeering leather in the United Kingdom suitable for army boots.

## *Churchill Examined By Dardanelles Board*

(Reuter's Agency War Service)

London, September 28.—Winston Churchill gave evidence before the Dardanelles Commission, today.

**Special Notice To Advertisers**

All advertising copy for the "Commemoration Edition" of THE CHINA PRESS, to be published, in Chinese, on October 10, must be sent in, at the latest, by 6 p.m. on Tuesday next, the 3rd inst.

## *Entente's Lust of Conquest Alone Prolongs the Contest, Bethmann-Hollweg Says*

(Reuter's Agency War Service)

Amsterdam, September 28.—The opening of the Reichstag, which has been eagerly awaited, as Dr. von Bethmann-Hollweg was expected to reply to the severe criticisms of his policy, took place today. The Imperial German Chancellor, at the very outset, attacked Great Britain, declaring that Italy's declaration of war on Germany was only due to Britain's "ruthless application of the thumb-screws."

He asserted that the late King of Rumania died of mental excitement, due to the conciousness that his Government had betrayed its allies. He sneered at Italy and Rumania and said that the former went to Salonica because it desired an extension of territory in Greek districts, while the latter aimed at self-enrichment without sacrifices. "Rumania only considered the question of recognising in time to which side victory finally inclined and then intervening." After further abuse of Rumania, whom he described as expecting the reward of Judas, von Bethmann-Hollweg referred to the fighting.

He admitted that the British and French forces have achieved successes, pressing back the German lines and inflicting heavy losses in men and material, but he asserted that they have failed in their object of rolling up the German front. He was confident that they will never get through.

They had as little chance as the Russians in the east, while the repulse of the attacks of the Allies in the south-east of Europe frustrated the great plan of the Entente to sever the connection between Germany and the Orient by the separate conquest of Turkey, Bulgaria and Austria-Hungary.

He declared that the Entente's lust of conquest was responsible for the daily heaping of mountains of corpses, as Germany has already declared her readiness for peace. He asked if anyone in Germany dared now to demand peace, in face of the declaration recently made by the French Premier.

The Imperial Chancellor accused the Allies of being actuated by territorial covetousness, while Germany, from the first, was only inspired by a desire to defend her existence and freedom. He appealed to M. Briand to remember that the last youths of France are perishing on the battle-field.

He indignantly denied that the Kaiser has exercised his influence with the Emperor of Russia to prevent the development of Russia in the direction of freedom, but denounced Great Britain as wanting more than booty. After bleeding France to death, making her allies financially and economically her slaves and subjecting the neutral nations of Europe to her orders, Great Britain wanted to see Germany militarily defenceless, economically crushed and boycotted and condemned to a lasting sickliness, in order to realise her dream of British world supremacy.

The Imperial Chancellor continued: Great Britain is fighting for world supremacy with an expenditure of strength which has no example in history. She is breaking one international law after the other. Great Britain is a most egoistic, very fierce and very obstinate enemy.

Any German statesman hesitating to use against this enemy every available instrument to shorten the war should be hanged. The Chancellor expressed disgust and contempt for the allegations that all means of fighting were not being employed to the fullest possible extent.

## *Another Big Prize For Lieut. Robinson*

### *Cheque for £2,000 for Young Officer Who Downed Zeppelin Near London*

(Reuter's Agency War Service)

London, September 28.—Lieutenant Robinson, V.C., who brought down the first Zeppelin near London, was the guest of honor at a dinner given by the Lord Mayor of Newcastle, yesterday, at which he was presented with a cheque for £2,000.

### AUSTRALIAN CROPS

(Reuter's Agency War Service)

Sydney, September 28.—Splendid rains have fallen in New South Wales, ensuring prolific crops.

## *Air-Raids Cause Big Losses In Bukharest*

### *75 Persons Killed, Many Injured; Are Mostly Women And Children*

(Reuter's Agency War Service)

Bukharest, September 28.—Official.—75 persons have been killed and many injured by enemy air-raids. The victims were mostly women and children.

## *Elect Sir Wm. Dunn London Lord Mayor*

Reuter's Service

London, September 29.—Sir William Dunn has been elected Lord Mayor.

## SCHWABEN REDOUBT MOSTLY CONQUERED BY BRITISH TROOPS

### Important Hill Position Commands Full View Of Ancre Valley

### MINIATURE SEDAN

### Threatened Germans if Combles Had Not Been Evacuated

### SURPRISE THIEPVAL

### Haig Quick to Note Garrison Depleted to Aid Other Fortress

(Reuter's Agency War Service)

London, September 29.—General Sir Douglas Haig reported yesterday evening: Today, we attacked Schwaben Redoubt, most of which is in our hands. 600 prisoners have been captured during the past twenty-four hours in this area.

The Redoubt occupies a crest 500 yards north of Thiepval, on the highest ground on the Thiepval spur and commands a full view of the northern Ancre Valley. We consolidated the ground we had won. Elsewhere we advanced our line north and north-east of Courcelette.

British aeroplanes have co-operated brilliantly with our infantry in the past two days, greatly damaging the enemy's batteries. Our aeroplanes frequently attacks troops and transport with their machine-guns.

It is pointed out that Thiepval and Combles are superior to any extant modern fortress, even Metz or Verdun. They are both modelled on the lessons learned by this war, for subterranean works replaced the system of forts rising above the ground, which was in vogue before the war, as at Antwerp.

**Unprecedented Feat**

No army in the past has accomplished the feat of carrying two such fortresses simultaneously, in the face of an enormous army equipped with all the latest methods of modern science. Even the Germans were repulsed with fearful loss when they assailed the British in their miserable field-works at Ypres.

Reuter's correspondent at British headquarters in France, describing the capture of Combles, states that at the outset, the position of the enemy was such that they had to withdraw from the town, or risk a miniature Sedan. Our bombardment gave no indication of where our attack was going to be launched.

Two lines of trenches were easily taken. A sunken road formed a more serious obstacle, but we fought on yard by yard, bolting the Germans from it, until, finally, the operations were reminiscent of a partridge drive.

The Germans began their evacuation of Combles at night, when the Allied artillery put a terrible barrage across every possible exit. Patrols entered at 3 o'clock in the morning.

There was a dramatic moment when a voice called out: "Halte! Qui va la!" to which the British rejoined: "Les Anglais!" "Bon!" Thus the two armies linked up in Combles.

**Recognise British Superiority**

The report of a German Corps Commander which has been captured says: "The British infantry are smart in attack, largely because of their immense confidence in their great artillery superiority. Their skill in consolidating new positions must be admitted. By a show of great tenacity in defence, small parties, when once established with their machine-guns in a corner of a wood or a group of houses, are very difficult to dislodge."

The following sentence shows the effect of our artillery fire: "Hitherto, our instructions have been based on a carefully constructed trench system. Our troops in some cases found actually no trenches at all."

Paris, September 29.—The official communique issued yesterday evening reported: On the Somme front the bombardment continues.

On the Picardy front, the next objective is likely to be Peronne, as the possession of this place is of much value for strengthening the

French lines along the Somme. Hence our intense artillery preparation is continuing against the dominating position on Mont St. Quentin, but, before achieving this capture, the French will have to cross the Valley of the Tortille and Canal du Nord, which is under construction.

**Can Enlarge Gains**

In the same way that the capture of Combles will enable the French to extend their progress in a southerly direction, the fall of Thiepval will permit the British to enlarge their gains west of the Bapaume road, on either side of the River Ancre, which will place in a salient the whole German line situated south of Arras.

The British assault of Thiepval completely surprised the enemy. Part of the garrison had been withdrawn to support Combles and General Sir Douglas Haig immediately attacked Thiepval on three sides, simultaneously. Before the Germans could realise what had happened, the British stormed the outer works and had reached the center of Thiepval.

Then the British artillery put up a curtain-fire and prevented German re-inforcements joining the garrison. The officers commanding the enemy's troops vainly endeavored to rally their panic-stricken men and the bulk of the garrison surrendered without an effort.

A French engineer officer says that Thiepval is even stronger than Combles. It was a veritable underground city, with galleries hewn in the chalk fifty feet underground. There were three tiers of these galleries, which were absolutely secure from bombardment.

Lifts took men and munitions to the surface. These lifts were responsible for the heavy losses suffered by the Allies in their earlier attacks on the fortress.

### *Allies Are Held Up At Gueudecourt, Says Berlin*

**(Ostasiatische Lloyd War Service)**

Official German telegram.—Headquarters, September 27.—The battle north of the Somme continues. Extremely strong artillery and strenuous infantry combats are raging. The salient at Thiepval has been lost.

On both sides of Courcelette, the enemy, after repeated failures, which caused them many losses, finally gained ground. Further eastwards, the enemy were repulsed.

The enemy were unable to extend their successes of September 25 beyond the occupation of the village of Gueudecourt. Violent hostile attacks on the front of Les Boeufs and the front from Morval to south of Bouchavesnes were bloodily repulsed, partly in hand-to-hand fighting.

South of the Somme, French hand-grenade attacks near Vermand-Ovillers and Chaulnes failed.

On September 25, six enemy aeroplanes were shot down in air-fights near the Somme and another, yesterday, in the Champagne.

# *Tenmei Maru Was Sunk By Austrian U-Boat Without Warning, Says Second Mate*

## Threatened to Destroy Lifeboat When Papers Refused; Got Scare On Torpedo-Boats Appearing

The M.M. s.s. Cordillere arrived in harbor yesterday morning, with 42 of the crew of the s.s. Tenmei Maru, owned by the Hakuyo Kissen Kaisha, and destroyed by an Austrian submarine in the Mediterranean Sea on August 10. A representative of THE CHINA PRESS interviewed Mr. G. Ohara, second mate, and he gave the following version of the affair:

"We left Osaka on June 4 and proceeded to Dalny, Colombo, and to Marseilles via the Suez Canal. Nothing happened on the voyage. We discharged cargo, and left Marseilles on August 10. At 12.30 p.m. (Noon), I saw a dark object at a radius of 45 degrees and about 2 miles distant. I reported it to the Captain, and within two mintues of that, without warning, the conning tower of a submarine became just visible, and she fired six shots from a gun probably of 4 inch caliber. All missed their mark.

"Meanwhile the Captain gave orders and the Tenmei Maru steered a zig-zag course and tried to escape. Several more shots were fired but the aim was very bad, consequently the submarine came closer and fired another six shots into the vessel, which began to fill. The Captain thereupon ordered the lifeboats to be lowered, and the crew were all in, within five minutes. There were only three boats, and the total crew of 44 were in them.

"The crew then began to use the oars and travelled in a northeasterly direction, but the submarine came close up to the Captain's boat, the conning tower was opened, and the Commander demanded of the Captain where the vessel was going, where she had come from, what cargo she had on board, and also demanded the ship's papers.

"These the Captain refused to give up. The Commander of the U. boat threatened to sink the lifeboat if the papers were not forthcoming.

"In the meanwhile," continued Mr. Ohara, "I scanned the horizon, and saw smoke in the distance. The commander of the U. boat watched my movements and also turned his attention towards the smoke. Gradually the smoke loomed nearer and the flags of British and French torpedo boats were made out. This was enough for the Austrian commander, who forget all about his request for the ship's papers, and ordered a hasty dive.

"The torpedo boats came nearer and took the crew on board. Meanwhile, a wireless was sent to Marseilles, and the trawler Emma arrived and took the whole crew to Marseilles. The two torpedo boats then beat up the neighboring waters for the submarine, but no trace of it could be found.

"Our ship eventually sank, though the Captain of the vessel wanted to save it. The task was hopeless.

"We arrived at Marseilles at sunset on the same day, and the kindness we received from the French people, as well as every possible attention, makes us swell with pride at our gallant allies. We stayed in Marseilles for a while, then two of our crew went over to England and the remaining 42 took passage on the M.M. s.s. Cordillere, and are on their way to Kobe.

"The Captain of the Austrian submarine spoke English fluently, and from appearance looked a young man about 30. The Tenmei Maru was of 3,200 tons gross, and under command of Captain Z. Tamura, who showed great courage and coolness. The first mate is Mr. I. Noda. We are all glad to go back to Japan after our exciting experience."

### *Obituary*

**Sir Chas. Cayzer**

***Reuter's Service***

London, September 28.—The death is announced of Sir Charles Cayzer, Bart., head of the firm of Cayzer, Irvine and Co., Ltd., ship-owners.

# HWAIYUAN DISTRICT FACES HARD WINTER

## Hwai River Flood Destroys Fall Crops But Wheat Had Been Harvested

*Special Correspondence of The China Press*

Hwaiyuan, Anhui, Sept. 27.—Your readers already have been informed through your columns that the notorious offender, the Hwai River, went on the rampage again this summer and reached a flood level within an inch or two of the record one. The year has been a very rainy one, beginning back in April and we have only had clear weather for a day or so at a time since then. At times it has rained very hard and continuously.

The dykes on the north side of the river broke in several places, spreading a thin covering of water over the level plain and destroying any hope of a good fall crop. The wheat was already in before the flood came but was only a moderate crop, "five or six parts" as the Chinese say—50-60% of a full yield.

Grain is already expensive and fuel at record prices and there is likely to be a good deal of distress and starvation towards spring. Some localities will need government relief. It is hardly likely however that we shall have a severe general famine such as the region went through five years ago. This is due to several alleviations of the disastrous flood, which were absent at that time.

First, that famine came as a culmination of several bad years which had stripped the region clean; this year's wheat crop was harvested, and though not good will go some distance toward meeting the need; in many parts of the country contiguous to the flooded area the rice crop is unusually good; and finally the fact that we have the railway now, along which grain can be freely imported, will relieve us of the fear of the relentless necessity which that year shut up millions to hopeless starvation. However, living is bitter at its best for a large part of the people, and scarcity which falls short of actual famine means starvation for many.

So far as political conditions are concerned the country is peaceful but the hard winter ahead will doubtless bring its usual increase of robbery and outlawry.


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# THE RICH MEN OF SHANGHAI

in most cases made the bulk of their fortunes—especially those who were here in the early days of the port—not by the buying and selling of merchandise, but in land. This is a fact. Ask anybody who knows.

Fifty or sixty years ago, land could be purchased in the Settlement—even on the Bund itself—for, figuratively speaking, a few taels a *mow*. **What is that land worth now?**

Later on, when the trade, commerce and industries of the port had developed, the far-seeing realized that the growth of the city must continue almost indefinitely. They bought land in what was then the country, but is now the centre of the Settlement's activity. **What is that land worth now?**

## *OPPORTUNITY*

*is knocking at your door NOW, for the Shanghai of to-morrow will be to the Shanghai of to-day, what London is now compared to the London of the early part of last century.*

*Travel through the outskirts of the sister-Settlements, and let the fact sink into your mind that, where to-day are green fields and trees, to-morrow will be factories and mills, streets and shops, and other hives of activity.*

## TAKE TIME BY THE FORELOCK,

**and make your investment now, while land is still cheap. There is no risk, for, as certain as sunshine comes after rain, so land in Shanghai and its immediate vicinity must very soon enormously increase in value.**

**There will be a boom after the war!**

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# Wonder Warships Added By Britain To Grand Fleet

## New York World Correspondent, Sailing Up and Down Lines, Sees New Fighting Craft, More Powerful, Swifter Than Any Previously Built and About Which Even Names Are Unknown to Public

*(New York World)*

Base Port, Grand Fleet, August 3 (delayed by censor).—On board a destroyer travelling better than twenty knots, I have just spent a morning passing up and down lines upon lines of British warships, moored, with steam up and ready to rush to sea a few minutes after an order is given.

The squadrons here represent a considerable part of Admiral Jellicoe's grand fleet, but not all of it, for the naval might of England is not kept at one station and all the fleets join only at sea during manouevres or when [line deleted; "searching the German coasts" inserted by censor], as on the after noon of May 31.

**Latest, Greatest Fighter**

In the afternoon, thanks to the kindness of the Admiral Commanding in Chief here, I was shown from top to bottom over a great battleship which took part in the Jutland fight and, her officers say, accounted for a German dreadnought. The name of this wonder ship is unknown to the public, and does not appear in Admiral Jellicoe's report of the battle, so I may not give it. The calibre of her guns too is a secret. She represents the last word afloat, although I saw more powerful monsters building on the Clyde; she is considerably larger and more effectively though differently armed than the ships of the Queen Elizabeth class, which, so far as the public has been told, are the champions of the British navy and of the world.

On leaving, I expressed to the Admiral who did the honors my regret at not being permitted to tell what I had seen abroad his vessel. He smiled and said: "Just tell the Americans she is some ship." She is.

**Largest Docks in World**

As a climax to a day of wonders, I gazed into great chasms of concrete which looked for all the world like cuttings of the Panama Canal before the water was turned in.

"Nice bathtub for a school of whales, what?" said a proud engineer officer. "Largest docks in the world. Hold anything afloat, and anything that will float in our time. All built since the war began."

Several of these super-docks are already finished; others are building. A great super-dreadnought rested in one as snug as an oyster in its shell—a smallish oyster in a shell several seizes too big. The super-dreadnought, one of the new ones, was, I suppose, about as big as the American Pennsylvania. The building of these docks in less than two years really borders upon the miraculous, like the turning out of a battle cruiser in a trifle over a twelve-month. They were scheduled for completion in 1918, or some such date. But the war came, and the navy, expanding suddenly far beyond all peace time programs, needed them badly, and at once, so here they are.

Great credit is due the engineers; still greater the workmen, who broke all kinds of records, because they knew what might hang upon their work. The possible consequences if a large number of first line ships had been put out of action and no docks been ready big enough to handle them all at once need not be dwelt upon. That danger now is passed.

**Ready for Action Again**

During the destroyer trip, among the scores of fighting ships my interest was concentrated upon those which did the bulk of the work and suffered proportionately off Jutland Bank. It so happened that most of these ships which bore the brunt were here at the moment. I was told that since the battle no neutral eye had rested upon any of them; indeed, at no time since the war began have these regions been exactly frequented by touring neutrals, despite the excellent scenery.

I can testify that every one of the ships here is entirely repaired and ready for action. Only one ship of all those which suffered most and yet kept afloat, I was told, is not yet prepared to fight fifteen minutes after the call comes.

It was not necessary to take the word of my guides that the ships spread around us were ready. Their positions, as they lay moored in line with their comrades, was proof enough. If they had not been, their anchorages must have been elsewhere, for the fleet as I saw it is arranged so that all the ships start simultaneously and the long lines proceed to sea in battle array in their present order. The presence of lame ducks here and there in the lines would disarrange such a sailing schedule.

**Swift as Fastest Express**

How does the fleet put to sea? Ahead of all the other ships are moored dozens of the speediest light cruisers, destroyers and flotilla leaders. (Line deleted by censor.)

The flotilla leader is a brand-new and most valuable type which proved itself indispensable in the Jutland battle. In size half-way between a destroyer and a light cruiser, it performs the duties of both; lightly armed and armored, it moves at simply incredible speed—fast enough to have won motorboat cups a few years ago. The latest of these ships have never been let out to the limit, but for short spurts they can equal the speed of an extremely fast express train. The actual record one of them made on her trial trip I am not allowed to mention, but it came as a shock to a poor landsman who had thought thirty-seven knots or so fair going.

In action they dash on ahead, gain information as to the enemy's disposition and rush back at top speed or engage the enemy's light craft and destroyers and prevent attacks on the larger ships, or deliver torpedo attacks themselves on the foe's first-line craft.

Some of the most hair-raising deeds of May 31 were performed by these sea wasps, and several of them perished in pushing home their stings.

**Defenses Against U Boats**

Behind this cloud of light and speedy material are sheltered the main line of battleships, dreadnoughts and battle cruisers steam-in parallel lines and themselves flanked by dozens of cruisers less speedy but more powerful than those ahead. In the rear—but too much detail in des-

(Continued on Page 4)


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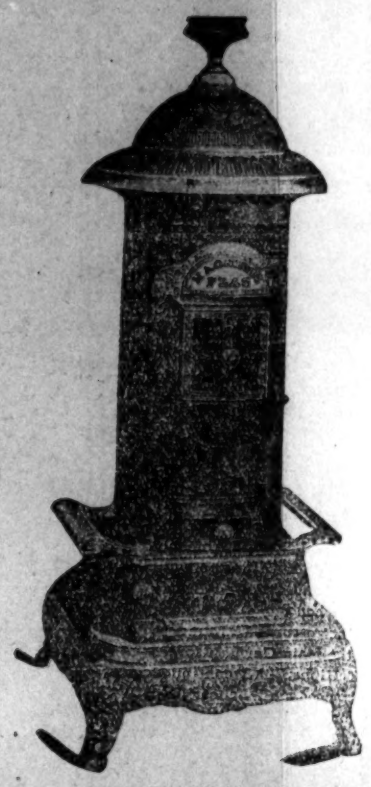

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# Wonder Warships Added By Britain

(Continued from Page 3)

cribing even vaguely such an important operation as putting to sea would attract the Admiralty blue pencil. I have been specifically warned not to describe the marvelous anti-submarine defenses I saw, which render the great flotilla lying at anchor inside them absolutely safe against would-be U boat intruders, and yet cause not the slightest inconvenience nor delay for a minute the goings and comings, by day and night, upon and beneath the water, of hundreds of His Majesty's ships of war and auxiliaries.

**Mighty Warspite in Line Again**

If there is one ship above others which the Germans are sure they sank off Jutland Bank, it is the mighty Warspite, with her great speed and eight fifteen-inch guns; indeed a grevious loss to the royal navy. They claimed her officially in their first bulletins of the fight, they have claimed her ever since in every official and unofficial account of the battle. It needs no Sherlock Holmes to infer that the writer, being a neutral correspondent, was afforded a particularly good view of the Warspite, very much alive and lying in her place in the battle line.

The destroyer circled slowly about the Warspite, a cable length away. Clad in a fresh coat of [word deleted by censor] paint, she looked like a new ship. There were no evidences at first glance that she had ever been in action.

It was unbelievable, for I know from first hand narratives what a terrific gruelling she took when the steering gear broke down and she drifted about helplessly under the fire of all the leading German dreadnoughts. Her Captain had told the American correspondents in London that for five minutes he could see no other ships through the walls of water thrown up by German shells about her.

Invisible to friends and enemies alike, not only the German observers but even many English Captains, believed the Warspite had sunk until she reappeared.

**New Plates Visible**

I borrowed the telescope carried by the Commander of the destroyer and trained it on the sides of the rejuvenated ship. Then I could see where new plates had been affixed. The stern, especially, must have been severely smashed, and there were other evidences of repair. All this was done in less than [number deleted "five" inserted by censor] weeks after Jutland [line deleted by censor].

The claim is made by the officers who have these repairs in charge that a ship, no matter how badly damaged, can be made as good as new if she can keep afloat until she gets into drydock.

By a curious irony, as I was inspecting the Warspite I could see two other great ships, battle cruisers these, which appear in a semi-official German list of the world's navies shown me on a cruiser as "sunk in battle."

They were the Tiger and the Princess Royal of Vice Admiral Beatty's fast division. The destroyer moved on, and we soon saw these ships at short range.

The German claim that the Princess Royal was sunk of Jutland is put forward in a rather half-hearted way, which indicates that they themselves are rather doubtful about it, and the justification for having sunk the Princess Royal, on paper, seems weaker than in the case of the Warspite, for the former ship was scarcely damaged at all. As for the Tiger, the [word deleted by censor] new plates she bears are souvenirs not of Jutland, where she escaped lightly, but of the battle off Dogger Bank in which the Bluecher was sunk, and upon which occasion, acording to the Germans, the Tiger also went to the bottom of the sea.

**They Probably Believed It**

This claim was originally made in good faith, British officers think. They explain that German seaplanes came out of Heligoland and bombed the destroyers engaged in rescuing drowning Germans from the Bluecher as that ship sank surrounded by British ships, the aviators evidently believing they were witnessing the sinknig of a British cruiser, and [word deleted by censor, who substituted "no doubt"] reported [changed by censor from "reporting"] to that effect. But the Germans still persist in their claim after meeting the Tiger off Jutland, where she did her best to convince them of their mistake.

It would be possible to go on detailing the ("slight" interpolated by censor) damage done to many other ships I saw which are now ready for battle, but the naming of many ships is discouraged on the theory that the Germans may be in ignorance of precisely what squadrons are kept at this base at the present time.

**In Need of Repairs**

Some of the spic and span fast cruisers and flotilla leaders, which look today in trim for a royal review, came into port after the battle (clause deleted by censor, who substituted "in need of repairs.")

Perhaps the most remarkable instance is that of a cruiser which (words deleted by censor; "came" substituted) home minus her bridge and two funnels, and with a great shell hole at her waterline. I saw her at the very head of the fleet, eager for her revenge, and could not tell where the shell hole had been, or which funnels were newly added until enlightened by an officer. Many were the tales of daring work by these lighter craft told in the reports of the battle furnished by the two Admirals, and many more are told in the navy and will one day receive recognition.

All the ships now in the lines of battle are without marks of fire, but on shore I saw a great pile of rusting steel plates, removed from damaged warriors which had entered the docks for repairs and got back into line later. Some plates had been twisted, torn and bent under the impact of shells, most bore no visible sign of damage, but had been taken off because they had been, or might have been, weakened or strained by damage suffered by their neighbors. When in doubt the rule is to remove the plate.

**Study Effect of Shellfire**

An engineer officer pointed out what had happened on certain vessels, making clear the story told by what seemed to a landsman merely a junk pile, with the enthusiasm of a professor lecturing to his class.

"Shell fire," he said, "doesn't hurt a modern battleship permanently, provided she be well and truly built, unless it sinks her. That is a fact that could not be known until this war, because the latest type of ships had never been knocked about before by the latest kind of shells. But our Jutland experience, I think, proves the point, and we think it is a great tribute to our British shipbuilders. There was always a school of naval opinion that held that a ship would be so shaken and strained by the impact of heavy shells that even after repairs had been effected the ship would not be good for much. That school will have to reef its sails in view of the repeated ordeals to which our battle cruisers have been subjected."

[fifteen lines cut out by censor.]

**First Flag Officer to Talk**

As has been said, I was shown over one of Jellicoe's newest superdreadnoughts, and told to describe nothing of what I saw, and not to name the ship; I was also received by the admiral whose flagship the new vessel is, and told not to give his name. Some of this officer's conclusions about the Battle of Jutland may be of interest even if given anonymously, since no interview has been published with any man of flag rank who took part in the greatest fight in all naval history.

I had ventured to express some compliments on the indeed stupefying rapidity with which the damaged vessels here had been repaired, and the admiral praised the organization and the workmen at the British dockyards, which make such feats possible.

"It is widely said," I remarked, "that after the hammering you gave the German fleet it cannot possibly some out for very many months. Does not the speed with which you repaired your ships indicate that the Germans, too,, may patch theirs up and be ready for another try in a short time?"

**German Dock Facilities**

"Nobody admires the Germans more than I do for the remarkable progress they have made in naval matters," he said cautiously, "but even if they had suffered no more damage than we did they could not make repairs for a long time. They simply have not the docking facilities nor the available skilled labor. I do not pretend to know much about what has been going on in German harbors in the past two years, but the statement I have made is a safe one. We know what they had when the war began and they cannot have worked miracles since then."

"You think the German fleet suffered more than your own?" I asked.

"Of course it did," he replied gruffly. "I do not care to go into the question of how many German ships were sunk. That is dealt with in the official reports which you have read as fully as is now desirable, and the difficulties of the question are obvious. There was the poor visibility, the great range, the chance of several captains reporting the same incident in slightly different form as seen from different angles, and finally the night, when much happened that has not been cleared up. All these things were confusing. I believe, and we all believe that the final list of presumed German losses as published by the admiralty represents a minimum.

**From Bridge Saw Them Smashed**

"But as to damage suffered there can be no doubt about that. You have met the men of the battle cruisers, and they can speak for themselves; when the main battle squadrons, to one of which this ship belongs, got into action, such of them as were able to fire at all fairly crumpled up the German line. I was on the bridge and saw them smashed up, ship after ship turning out of line and burning. How many of them got home is what I don't know. But our salvoes were straddling half a dozen first-line vessels for the better part of half an hour, and every now and then each of them would be hit with our big shells. None of our capital ships—and this is an important point—was so badly hit that it had to fall out of line after our main forces got into action, with the exception of the Marlborough, which was torpedoed."

**Germans Fought Excellently**

"How did the Germans fight?" I asked. "Excellently, replied the Admiral. "Their gunnery was very good—and they were under a handicap in gunnery. They have not been able to carry out extensive manoeuvres involving target proctice in the open sea under battle conditions, and we have been keeping ourselves in trim in that way I consider, also, that von Hipper and von Scher showed high qualities of leadership in getting their surviving ships home again after the confusion into which we had thrown them, and considering that we more or less blocked them off from their ports.

"The only criticism I would make —and remember this is a part of the battle I did not see and know of only from hearsay—is that Hipper should not have turned and followed Beatty to the north when at 4.38 o'clock our battle cruisers turned around to the north as the main German forces came up. If Hipper had continued south at full speed and Scheer had turned and gone with him, the Germans would have abandoned the field to us, but they could claim with some justification that they had had the best of the encounter.

"The forces engaged up to that time had included one more British battle cruiser than the Germans had in action, and probably more light craft, and at the moment of which I speak, when the option of breaking off the action presented itself to the Germans, they had sunk two of our battle cruisers and had lost none of their own, though some of them were badly battered.

**'Absurd Claim of Victory'**

"The absurd claim of victory which they set up would have been far better justified had they stopped at 4.38 and never given any of us, excepting Beatty's' ships, a chance to get in a shot. But of course the strategic result would have been the same; their retreat would have shown that they had no intention of challenging our command of the sea."

It was after I had left the Admiral that other officers of his ship told me a German dreadnought was seen to go down under the fire of the great guns I had just been inspecting, after climbing down through the top of a turret. Whether the Admiral did not mention this out of modesty or because he felt less sure of it than his subordinates, I do not know.

Too soon it was time to leave the fleet, and I stood on the stern of the launch that conveyed us back to land watching, as long as I could see it, the white flag bearing a single red ball that waved from the mast of the famous Lion, denoting the presence on board of Vice-Admiral Beatty.

**Beatty in List of Heroes**

It seems hardly too soon to say that this officer has taken his place with the naval heroes of England's part, with Nelson, Hood and Drake —at ay rate, level-headed Admirals who have studied Beatty's tactics in his three battles from data not yet accessible to the public are saying so.

There are many things I do not like about England and about British procedure in this war, but after what I have seen here among the "northern mists" my hat is off to the British navy, and as I watched, fading into the distance, the Lion and her scores of consorts and auxiliaries drawn up ready to dash into battle at a moment's notice, and the white flag with the red ball growing smaller until it became only a speck, I felt as I should feel if I could see the phantoms of the Victory, flying Nelson's flag, and of his storm-beaten squadrons—I felt that for once I had looked into the face of history.


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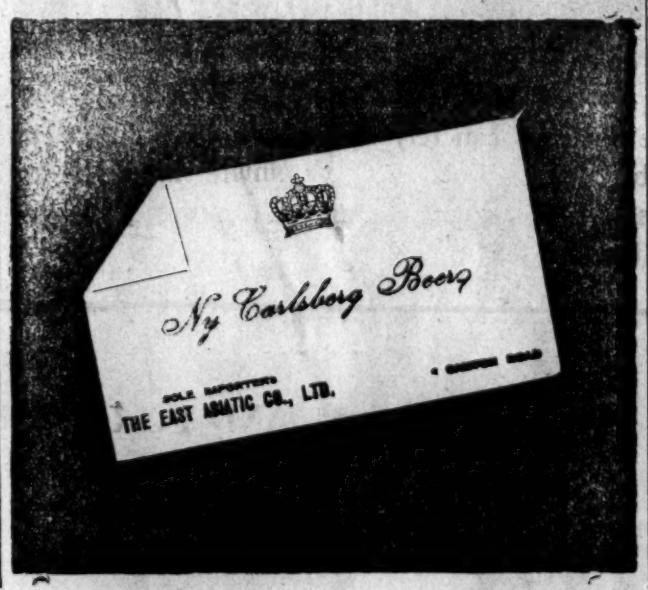


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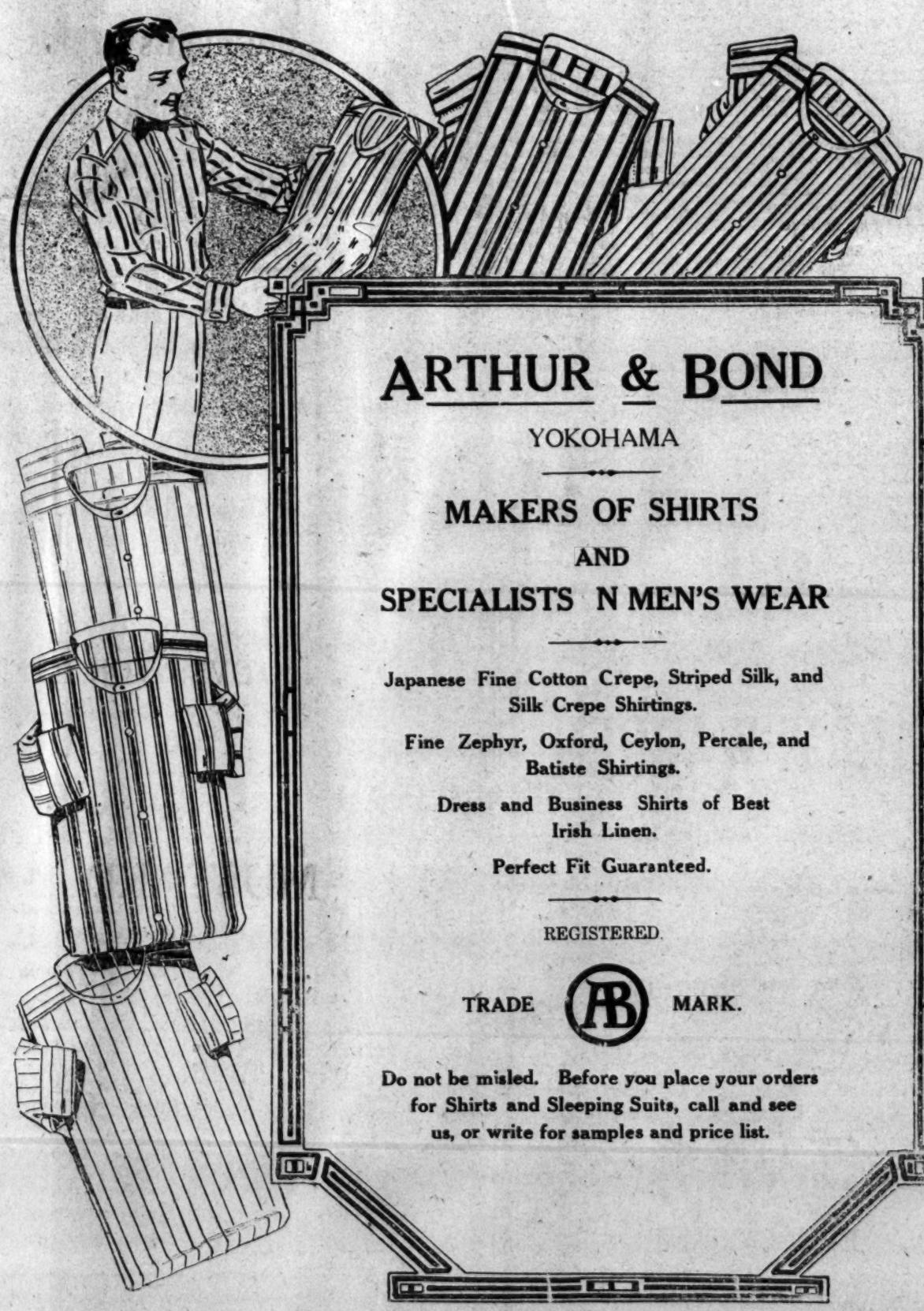

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# CHINESE IN AMERICA HOLD CONVENTION TO CONSIDER DEFENSES

### Students' Alliance Members At Phillips Andover Academy Meeting Tell of What They Believe Country Should Do

Andover, Mass., August 28.—Discussion in open forum of China's problem of national defense was a feature of the Saturday session of the Chinese Students Alliance at Phillips Academy. That this question is one which needs immediate settlement appeared to be the practically unanimous opinion of the speakers.

While most of those addressing the conference were not inclined to take an optimistic view of China's present state, there was one speaker—H. M. Lin of Wesleyan University—who endeavored to show by history that several of the present great European nations at one time or another were under the domination or influence of other races and that in spite of this they had risen to occupy leading places among nations. Germany, France and Italy had all at one time, he asserted, been in positions no less critical than that of China.

Y. T. Chang said there was no need to discuss the necessity of adequate national defense for China. A weak nation threatens the peace of the world, he declared, and he offered as the chief requisities of an adequate defense for China a stable government, education of the masses, a defensive army and sound national finance.

W. J. Chao went into the historical aspect of the problem at considerable length, and he was followed by R. T. Wee and K. T. May of Harvard. The latter said that the first thing for Chinese to do is to revise their national history.

"A nation," he said, "must understand both the good and the bad points about itself. During the last 15 or 20 years, it has been in one way necessary for us to tear down our national dignity—to arouse the people to our national short-comings in order to learn from outsiders and keep abreast of the spirit of the modern age. Hence the anti-Manchu movement, the craze for the so-called "new learning"; hence all the forms of self-depreciation. This has been perhaps necessary, for we have been a self-centered nation and have never had any inter-communication with the outside, and we woke up one day to find ourselves old-fashioned and lagging behind the younger and more progressive nations of the west.

"But this has been carried too far, and I think it is high time for us to have a little more self-respect. In a word, we must have a knowledge of the good as well as the bad points about ourselves. It has been fashionable for us to scoff at ourselves, at our institutions and beliefs and other things Chinese. Some of us have gone so far as to be ashamed of our own nationality.

"We must find out the very best in our old civilization and culture and set a value upon it. For why should we love our country except for the fact that it deserves our love? We love it because it has shown by its own history some of the best of human qualities and traits. It has made great contributions to the world's civilization. As it stands today it is the duty of its sons and daughters to adore it, and we must stand up and fight for its well-deserved honor and position among the nations of the earth."

K. Z. Liu of Cornell University made a plea for something tangible, and declared that the need of constructive work toward preparedness was a dire one. If China had 20 years, he said, she could afford to give the matter continued thought and prepare herself at leisure.

F. Chang of Harvard University, who served as chairman of the open forum, took up the broader significance of national defense and said in part:

"National defense as commonly understood, means the defense of a country from outside military and naval attack. Even for the preparation of this defense it is not sufficient for our country to have an army and navy. To be effective, the army and navy must be of a size commensurate with the territory and interests to be protected; the men of whom they are composed must have a knowledge and sense of their duty and all the mechanical auxiliaries must be equal, not only to the best that are known, but capable of being advanced by the people of our own country."

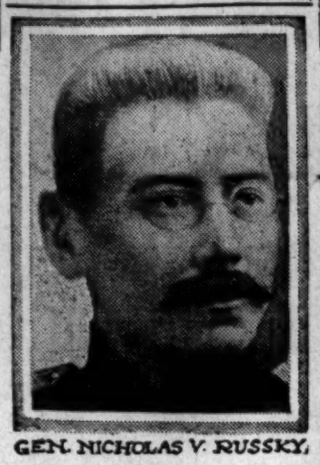
"Since China is deficient in the arts of war as well as the arts of peace, to preserve her political independence, her industrial, commercial and financial security and to secure to her the opportunity for the development of her particular culture, she needs preparation and orginization for defense against the peaceful attacks.

"These peaceful attacks are varied in their forms. There is the attack of capital. China sometimes seeks capital by making foreign loans and the surplus capital of the industrial nations often seeks China as a field for investment. All this flow of capital into China is perfectly legitimate and there is no legal ground on which to prevent this flow. Moreover, this influx of capital into China is not necessarily always to her detriment. It may indeed be a necessity and a benefit. But the chief danger lies in the squandering of the loan in unproductive ways and allowing the coming in of foreign capital without the power of taxing it.

"There is also the attack of industry. Everywhere in China the richer the person the more you find he spends his money on articles made in other countries. For this expenditure of his money he is not to be blamed, but rather to be praised because of his knowledge of what is good and of his refined sense of comfort and convenience.

"But there is the grave danger that when a country buys mainly from other countries of her degenerating into poverty and her being reduced to a nation of secondary artisans. To prevent such a state of things, China needs to have the knowledge and trained skill in manufacturing goods which supply not only her own demands, but those of other nations. In other words, China needs to compete with the nations in earning a national living, and the way to compete is to be able to produce things which will command an exchange in excess of her own demands. If China is in a position to command the excess in this exchange she will be far from the danger of attacks of foreign capital.

## Goes to Front Again After a Long Rest



GEN. NICHOLAS V. RUSSKY.

Gen. Nicholas V. Russky, the Russian commander, who captured Lemberg early in the war and halted the German drive towards Petrograd last summer, and was then retired, has again been placed in chief command of Russia's northern armies.

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## *British Return 1,200 Mailbags to America*

### *Won't Allow Them To Go To Destination, Though Don't Contain Contraband*

(Ostasiatische Lloyd War Service)

New York, September 27.—The British efforts to soothe the growing indignation of American business men over the censorship and the black list by private and friendly negotiations of the British trade adviser with leading banks and business men, at a luncheon, yesterday, are adversely criticised in telegrams from Washington to the New York World and the New York American. The Evening Post characterizes the negotiations as an humiliating spectacle and comments sarcastically on the report that the British consented to return to the American owners 1,200 mailbags which Britain would not permit to be sent to their destination, although they do not contain contraband.

# ITALIANS REJECT TRUCE OFFERED BY AUSTRIANS

### Say There Was Time to Rescue Entombed Men When Own Wounded Assisted

(Ostasiatische Lloyd War Service)

Official Austrian report.—Vienna, September 26.—The southern part of the Carso Plateau was temporarily shelled by a strong hostile artillery fire. On the Fleimstal front, the Italians shelled Mossackia work and the sector Gardinal to Col Toronto. On the Gardinal, 27 Alpini, among whom are two officers, were made prisoners.

The enemy have rejected the truce offered by us in order to make possible the rescue of the Italians entombed on the Monte Cimone. The notes exchanged on this occasion by officers under the flag of truce read as follows:

"The Commander of the Austro-Hungarian forces in the sector Tonezzo-Cimone to the Commander of the Italian troops. Below the ruins of the Monte Cimone, discernible to us, large numbers of Italian soldiers are alive, shouting for help. We are ready to help them and to rescue them from their tomb if the Italian artillery and infantry, today, September 25, between 2 p.m. and 7 p.m., will stop their fire on the Monte Cimone.

"This, of course, also refers to the Italian batteries in the Astico valley and on the heights west and east of this river. During the truce, no Italian patrol between the Astico and Rifreddo should be allowed to advance beyond their entrenched lines, as otherwise we would have to interrupt the rescue and consider the firing pause broken. In case the Italian Commander should decline, the Italian soldiers entombed must be left to their fate. The answer is expected not later than noon on September 25, at our vanguard line near Forni. Quick action is desirable."

To this note the Italian Commander replied: "Considering the fact that the Austro-Hungarian troops could, for humanity's sake, have rendered help to the Italian wounded during the considerable time between the mine explosion and the commencement of the Italian fire, just as they were able to assist their own wounded, His Excellency, the Commander of the Army, thinks it fit to decline the desired cessation of the fire."

Vienna, September 27.—There were no engagements of importance. On the Carso Plateau, a part of our positions was temporarily under a strong artillery and mine-thrower fire.

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# SECRET MAIL IN SHIP BAR AS BRITISH SEARCHED

## Jorgensen Says Thompson Paid Him 100 Crowns To Conceal Sealed German Papers

## NAMES PARTY TO SCHEME

## Secret Service Agents May Try To Establish Charge Of Conspiracy

New York, August 26.—Further details of how mail sent by the "underground" route from this country to Copenhagen and destined for Germany was surreptitiously conveyed past the British authorities at Kirkwall, England, has been obtained by the customs authorities investigating the activities of Hans Edward Thompson and Fred Uffelman, accused of smuggling jewelry.

This particular evidence was obtained from an employee of one of the Scandinavian liners, who brought a new name into the case—that of Braun. He did not give this individual's Christian name, but the Department of Justice is looking up this man, as well as the man named Kubelka, who was said to have persuaded Biorn, the waiter, to smuggle two men aboard a vessel that was about to leave port.

**Names Thompson and Braun**

The most recent testimony was given by Hjalmar C. S. Jorgensen, bartender on board the Hellic Olav, who admitted he knew both Thompson and Uffelman. After relating that Uffelman asked him to carry a package to the other side, offering him $25, of which $5 was to go to the man who delivered the package, the bartender said that on another occasion he met Thompson in a restaurant. Jorgensen continued:

"There was a gentleman beside him, think his name was Braun, and I think he is in the steamship business. He said to me if I was going to take a parcel over for him and I said 'No,' and he says, 'Yes, do it; do me a favor; there's no harm in it,' and I said 'No.'

"When I went home at night there was a handbag in the corridor and my mother says, 'What are you doing? There were two gentlemen here and they wanted urgently to see you and left this bag. You should have nothing to do with them, because I do not like the looks of them.'

**Has Phone Talk With Braun**

"Next morning we were sailing and I had two grips myself. When I came to the automatic telephones—this gentleman had given me his telephone number, but I forget it now—I rang him up. He had said to me, 'If there is any inquiry or you are willing to take the bags over, just let me know.' So I rang him up at 6 o'clock in the morning and he came to the telephone and said: 'What is it?'"

"Who were you talking to?"

"To Braun. He said, 'Thompson said you knew all about the bags, and I said, 'I won't have it.'"

Continuing, Jorgensen said Thompson, a passenger, came on board and tried to talk with him. The testimony continues:

"When the ship was near Kirkwall he got hold of me and says, 'Here's a hundred crowns; keep this bag. There is sealed papers in it. It won't do you any harm.'"

"Was that the bag they wanted you to take along with you?"

"Yes. It was an imitation suit case, with two straps around it. It was very heavy. I says 'All right,'' and I took the bag and hid it away upstairs, in the bar. You see, we were only in Kirkwall eight hours, and that night I gave the bag back to him."

"You kept it at Kirkwall so the British wouldn't get it?"

"Yes."

**Not He, Says Macus Braun**

There are scores of Brauns in the city directory. Marcus Braun, who has figured prominently in Hungarian affairs and in politics, was asked yesterday whether he knew anything about the matter. He said:

"I do not. I don't know Thompson and I never met this bartender or any other men on these boats. I would like to meet this fellow face to face and see if he says I am the man. I never sent any mail over that way because I don't have to."

"Do you know a Mr. Kuebika?" Mr. Braun was asked.

"Not that I recall. I may have met such a man; I cannot say positively."

Not all of the testimony given by Biern, the waiter, regarding Kubelka was published yesterday. The waiter admitted he had told Bruggemann, the cafe proprietor, he believed Thompson and Uffelman had letters that belonged to the German Government. Asked why he had said this he replied:

"Because I had seen the letters. Not exactly German Government, but I see the official seal; a seal that was red, in the middle of the back."

**$75,00 Given to Storekeeper**

Then the waiter went on to say he had carried letters for Uffelman three times, and that on one occasion, when he, Uffelman and Kubelka were in a cafe together rewrapping a lot of letters, Uffelman handed Kubelka either $45 or $50. He said, too, he had forgotten to testify that when he gave one package of letters to Bernsh, the storekeeper on one of the ships, Uffelman handed Bernsh $75 and remarked that he, the storekeeper, had hard work to get the packages out.

The waiter also testified that at the Eastern Hotel on one occasion a package that had been taken out of a grip was given to Kubelka. The package, he said, contained letters.

In the court of the examination the officers of Surveyor Rveh's staff, including Deputy Surveyor Smyth, Acting Deputy Raczkiewicz and others, have obtained a great deal of important testimony on the smuggling charge, much of it of a direct or corroborative nature.

**May Try to Establish Conspiracy**

During the coming weeks, while the two defendants, Thompson and Uffelman are in the Tombs, pending examinations, the Department of Justice will follow up the leads developed by the Customs authorities, particularly as to Thompson and Kubelka, and will report to the United States District Attorney.

It is possible that their efforts may be directed toward establishing a case of conspiracy to carry mail in other than the regular channels. The mere carrying of such mail matter, it was pointed out yesterday, is punishable only by $50 fine. A conspiracy might lead to a term of two years in prison.

# WILSON 100,000 AHEAD IN CHICAGO, IS ESTIMATE

## Democratic Canvass Indicates No Falling Off In German-American Vote

Chicago, August 26.—President Wilson's plurality in Cook County is figured at 100,000 by the regular Democratic organization, the official title of the Sullivan clan. This was the forecast issued today over the signature of Dennis J. Egan, Chief Clerk of the Election Board.

The figures are based on a canvass. Two precincts in each ward were selected for a test vote, one a Republican, the other Democratic. In the seventy precincts 21,305 voters were reached. Of this number 13,261 expressd a preference for Presidest Wilson and 8,042 declared they would vote for Hughes. At this ratio the vote for the two candidates in Cook County would be about 350,000 for Wilson and 250,000 for Hughes. This is figuring on a basis of a total of 600,000 men and women voting for President.

Many Republican precincts gave President Wilson a small plurality. Among the German-Americans the canvassers met with the greatest surprise. It had been expected that a falling off in the Democratic vote among these citizens would be shown, but the canvass showed about as many German-Americans as voted for Wilson four years ago would do so this year.

# FRANCE WANTS MORE OF OUR VOLUNTEERS

## Sends Out Call for Recruits For The American Ambulance Corps

London, August 26.—Word has been received here from Richard Norton, commander of the American Volunteer Ambulance Corps in France, that the organization is to be enlarged in order to extend the scope of its valuable services.

The commander's brother, Eliot Norton of New York, is to pass upon the qualification of any men who desire to volunteer for the corps.

The corps began work in France at the start of the war. Lately it received the distinction of being mentioned in the general army orders for "the constant devotion to duty of its members and because it has rendered the very greatest service to the army division to which it is attached in succoring the wounded in the best possible manner."

The essential requirements for volunteers are that they shall be good Americans, in sound health, capable of hardships and caring for the wounded. They must be able to drive a motor and talk some French. The Americans already attached to the corps have been principally American college graduates.

# HOLLAND STILL HOPES TO KEEP OUT OF WAR

## In Perilous Position, However, And Sees Dangers Even After Peace Comes

The Hague, August 20.—Although vigilance is still the order of the day the Dutch nation entertains a good hope of preserving peace to the end. That its position is still perilous, however, the latest Orange Book testifies, and it is recognized that the ultimate peace congress may itself bring dangers in its train.

It is clear that nothing but a direct act of war, or action tending to force the nation from its strict path of neutrality, will bring the Queen or her Ministers to enter the struggle; in all other cases of restriction of Holland's rights and damage to her interests they are evidently prepared to content themselves with protests.

If pro-German sympathies are entertained among a section of the higher classes, the great mass of the people is still strong in its support of the allies. As a people the French certainly seem more popular than the British. The most pro-German element in the political world is found among the church parties of the Right, the veteran ex-Premier, Dr. Abraham Kuyper, a great Calvinist stalwart, leading the van.


**INHERITED NERVOUSNESS**

The causes of nervous disorders are of two kinds, predisposing and exciting. Hereditary is a predisposing cause. A nervous parent is very liable to have a nervous child. But even with this predisposition the child will not necessarily develop any form of nervous disease without an exciting cause. It may not develop during childhood at all, but throughout life a person with an inherited predisposition to nervousness is an easier victim of all forms of nervous disorders than one without it.

Worry, overwork, overstudy, and excesses of all kinds are exciting causes, and should be avoided by those who know themselves to have inherited a nervous disposition. Thin blood and a general run-down condition of the system are also to be avoided by such people. Be moderate in everything, avoid worry, keep the blood rich and red and the general health built up with a sure and safe tonic such as Dr. Williams' Pink Pills and so avoid a nervous breakdown.

Dr. Williams' Pink Pills for Pale People are a general tonic with a special action on the nerves and they relieve and correct many forms of nervous trouble. Begin them today, for your own dealer sells them, and they are also obtainable 1 bottle $1.50, 6 bottles $8, post free, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

Free.—An instructive little guide on Nervous Disorders will be sent free to any reader who sends a postcard request to the above address.


# U.S. COLLEGE PLANS TO TEACH AERONAUTICS

## Faculty of University of Illinois Convinced of Growing Importance of Subject

Urbana, Ill., August 28.—Aeronautics is to become a regular feature of the curriculum at the University of Illinois and a professor has been provided for the course which is to be taught for the first time with the beginning of the present college year. It is a part of the mechanical engineering division.

The faculty has been convinced that with the close of the European war aeronautics will play a very important part in the development of mechanical engineering and that it is not altogether improbable that development somewhat similar, even though not so important as that of the automobile, will take place.

The new course is to be in charge of Elisha N. Fales, of Buffalo, N. Y., with the title of assistant professor of aeronautics. He is said to be very familiar with the latest practises in aeroplane design and construction, having devoted that last several years of their study and construction. He has done a great deal of wind-tunnel work and devoted special attention to the technical side of aeronautics.

This is the first time that aeronautics will be taught at any college as a regular course of study. It is probable that in the near future actual flying will be taught and that several aeroplanes will be purchased or constructed for the purpose.

## KEEP YOUR WRIST WATCH

Minneapolis, August 29.—The wrist watch will be more in vogue than ever before, lavalieres will remain popular for at least another year, and ear screws and brooches will be worn more generally than for several years, according to speakers at the annual convention of the American National Retail Jewellers' Association here today.

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# The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers


## Who Has The Best Time?

By Charles W. Wood

*DO you enjoy life? Do you know any one who does enjoy life—thoroughly?*

*A man told me the other day that he had been in the city two weeks and hadn't seen a happy face yet; looked right at me when he said it, too.*

*Another man was positive that nearly everybody is having a good time. Both are very intelligent men, but one is a born grouch and the other is still drunk. Neither could enlighten me much and so I started on another sidewalk symposium.*

"Are you having a good time?" I *asked, and nobody answered.*

"Do you know some one who is?" I *followed, and everybody thought he did.*

---

"THE chap who is having the best time, said the first contributor, "is an umbrella mender I know. He can't read. He hears people talk about the war; but the war hasn't got into his veins like it has with the rest of us who read the papers. No intelligent person hs been happy since June 29, 1914: but, thank Heaven, there are some densely ignorant people left."

"THE only people who can enjoy themselves today," a college student philosophized, "are those who have a long vision. Others will necessarily become either discouraged or hysterical. Civilization has been burning up for two years. Blood and anguish have been the order of the day. Everything else had to step aside for military necessity—for the business of inflicting the greatest possible amount of pain. Every constructive movement in the world fell dead. To those who think that progress comes from propaganda there is nothing but gloom; but some of us radicals see something more. We tried to fix up the old house so that it would be fit to live in; the people wouldn't listen to us and it caught fire. It's awful for the time; but it's great to realize that they've got to build a new one now. The people who are really having the best time today are college students who can look ahead."

"THE man who is having the best time" a physician told me, "is a chap who is so near to insanity that you can hardly tell the difference. Judged by all the common standards, he's a nut. He lives in a boarding house and mystifies all the other boarders by the postal cards he gets. I think he writes them himself, but the boarders are sure he's a German spy. They don't dare say anything, though, as they hardly like to admit that they read his mail. He is actually a bookkeeper on a most dull and unimportant job. It would be almost impossible for an ordinary man to get any romance out of such a position, without claiming, hallroom fashion, to be something that he isn't. But this man makes no claims, and it isn't his fault if people will believe, in spite of his denials, that he is a very great and important personage. Does he get anything out of it? Say, do you know anything about the part that mystery plays in the psychology of woman?"

"A MAN must be odd in order to have a good time," another psychologist maintained. "One's life may be placid and satisfactory if he is content to go in the ordinary ruts, but that isn't having a good time. A good time implies excitement and novelty. The man who has the best time, in my acquaintance, gets it by giving odd excursions to others. He'll pick up a hopeless drunk and take him in his auto to a hot bath in a hotel. There he'll get the fellow's measurements and, when he wakes up, he'll find his clothes stolen and an apologetic attendant offering him a swell fifty dollar outfit in their place. He insists that it isn't philanthropy, but he generally manages somehow to lend the regenerated bum ten or twenty dollars. All told, he isn't out more than a hundred, and he says it always brings him more than a hundred dollars' worth of fun."

"IT'S the fellow who stays sober in the hot weather," said a man who has been experimenting in that line for several months. "Summer is the big season for the man who is all alive. For the man who has nine beers gumming up his works it's just hot."

"IT'S Bill," said very many of Bill's acquaintances. Bill is a dentist. "He is noted," said one, "for not being noted. He is not a noted dentist—does some good work and some that has to be done over. He made no records in college, but did as well as the average. He is successful, but not very successful; clever, but not very clever; a good citizen, but not the kind who gets terribly excited about anything. He says he has a pretty good wife and he treats her fairly well. He does some things he shouldn't do, but not very many; and he isn't very sorry when he does. Nobody, not even his wife, could love him very intensely; but everybody likes him and he likes to be liked."

"IT is Mrs. Blank," said a neighbor. "She is the most delicately sensitive creature I ever knew. Nothing misses her—in either pain or pleasure. When she feels hurt, she is in agony; when she is enjoying herself, she is in ecstasy. This Dr. Bill, whoever he is, can't have a very good time: He isn't sensitive enough. There are lots of us more comfortable than Mrs. Blank, but she gets a lot out of life that most of us could never experience. No one can be extremely happy who isn't capable of becoming a nervous wreck."

"IT is some old man, I'm sure," said a Cicero of seventy who runs a wagon repair shop and still works in it. "Most likely, it's me. I wasn't very happy as a kid, and I fancy few children are. They can't do what they want to do, and if they could they'd be killed quick. They haven't any experience to guide them, but they have a lot of feelings to be trampled on. It's about the same way with youth. A young man in love is generally a sorry sight. A girl is worse, and you have to watch her every minute to see that she doesn't kill herself. The first part of life is its tragic part. The rest of it is a cinch if you have good health and average luck, and you've discovered how to amuse yourself. No, I don't have to work; I'm making this cart for my daughter's child."

"HE'S a Socialist boy" was the answer of a clergyman. "He's just getting where they let him act as chairman of meetings and his egotism is expanding wonderfully. But it isn't the empty kind of a big head, just that egotism that always goes with unbounded enthusiasm and the first discovery of the larger aspects of life. It is rather absurd and comical to hear him discussing in heavy judicial fashion the effect of capitalism upon the institution of marriage, but that isn't the point. It's the reaction on the boy which is so wonderful. I knew him two years ago and he was just interesting. Now he's radiant."

"I CAN'T give you his name," said a grocer, "he is a young man up our way who attends strictly to business, but in his social life is utterly arrogant and selfish. He is rude to everybody, but every woman in the block calls him darling. They all fall in love with him at first sight, although he's bow-legged and bald, without a tooth in his head, and so interested in his job that he'll squall if anything delays him half a minute. I can't give you his name because we haven't named him yet."

"IT'S a young couple" was the most surprising answer I received. "They do anything they want to do, but they have cultivated the habit of not having any habits. It is their theory that instinct and impulse are true guides to happiness, if we can only find out what they are; and the reason so many people fail is because they don't know what they really want. They call themselves Pagan Scientists—believe implicitly that whatever they want to do will turn out right. He used to have the habit of smoking, worried about it and coughed. Now he smokes when he is sure he wants to, doesn't worry about it and doesn't cough. It's all utterly foolish, but it works. They are married, but they don't live together—afraid it might become a habit. But they've been married a year and a half and they're still in love."

"THE man who has the best time" said my old friend, the locktender, "is the man who doesn't live in a big city. No one lives in a big city intentionally; it's either because he has to or because he doesn't know how to live anywhere else. The lions in the zoo don't have a good time; either do the canaries. The lions have lost their liberty and the canaries have lost their desire for it. City people are mostly lions or canaries. I pity them both, but it's fascinating sport to watch them."

## Engine Room Sketches By New Literary 'Find'

### William McFee, Who Runs an Ice Machine on a British Auxiliary, Writes of Life in the Mediterranean Transport Service

*William McFee, who wrote the following war sketches dealing largely with life in the British transport service was described by James Huneker as "a writer of genuine power," who possesses the "gift of projecting upon paper vivid images that instantly evoke a character, a place, a situation." Mr. McFee has been called "a second Conrad," but he remainds Mr. Huneker more of Dickens, especially in his humorous passages. He is an Englishman, born at sea in 1881, and has been a steamship engineer for the last twelve years. At present he is serving as an engineer officer on a British transport in the Mediterranean. The articles published below, which present an extraordinarily animated picture of a service hitherto neglected by war writers, were written at Salonica, the base of the allied armies which are now fighting in the Balkans. Mr. McFee is the author of "Letters from an Ocean Tramp," "Aliens," and "Casuals of the Sea," the latter soon to be published in America.*

By William McFee

SALONICA

TRANSPORTS! Never did single word cover so many diverse meanings. Strictly speaking, in an official sense, a transport, I suppose, is a vessel, noncombatant, but employed by the navy to convey men and materials to the scene of action. That's all right and easily grasped. What the public does not divine so easily is the infinite variety of the service rendered, and the ludicrous character of some of the vessels employed.

We have this, however, in common—we are all gray. Some have grown gray with age, others have lost much in splendor since being taken on. In the old days, this one on which I write, for example, call her XYZ99, used to sail out of Liverpool every six weeks for South America, her hull painted snowy white, with a yellow yacht-like funnel; her teak decks spotless and unincumbered, her officers like Solomon for wisdom and like the lilies of the field in that they toiled not neither did they spin. She was a "liner." Stray ex-Presidents of Central American republics did not disdain to escape to Europe in her. It may be of interest to mention that it is a habit of ex-Presidents, when escaping, to present the commander with a gold watch. United States ex-Presidents please note.

Yes, in those days, XYZ99 was a thing of beauty and a joy forever. She had a name, a reverberating Spanish-American name, that has never been pronounced correctly yet. Now, like a convict, she has a number, XYZ99. Her white hull is painted war-gray, as is her funnel. Her name is painted out and on her navigating bridge hangs a shingle with her number painted in white. Instead of a pleasant company of ladies and gentlemen and children traveling to the West Indies for pleasure, her saloon is a blend of khaki and navy blue. Her cabins are encumbered with officers' kits, her music room is turned into an office, and often you will find war-worn Lieutenants and Captains sleeping on her smoking room cushions, for the accommodation is limited. Or, you will find the cabins empty, save for a French airman and his mechanics going to a fresh field of glory, the foredeck blocked with cases as large as boxcars, wherein are the parts of his aeroplane. But whoever it may be or where, the motto is "Strictly Business." Nothing is polished for show, the decks are dark and greasy with cargo dirt, and the white paint of the interior is getting dingy. Very sorry, it's war time. By and by we'll clean up.

Other transports there are, some much bigger, some contemptibly small. By the way, this war has shown conclusively that the monster liner is a white elephant. Everything which makes her desirable in peace is against her in war, except speed. It is like turning the Plaza Hotel into a cotton factory or a cold storage. Grim stories come from Liverpool of the way the great Atlantic leviathans were converted into transports, stories of costly ceilings torn away with crowbars, of staircases demolished with flogging hammers to make way for horses and guns and coal. But the medium-sized vessel is better suited to the service of troops. When you get 5,000 soldiers on one ship, as has been done often enough in this war, you raise questions of sanitation and feeding and police supervision that do not arise when the ships are smaller.

Some are very small. I call to mind one wee craft flying the white ensign of the Royal Navy; call her the Angel's Kiss. That isn't her name, but it is something like it. Before the transport officers swooped down upon her I believe she was engaged in carrying coal from Glasgow to the little coast towns of Scotland. Scarcely as large as some steam trawlers, with a tiny pilot house forward and a slender, battered funnel sticking out of her poop, she now runs troops and stores up and down among the island-cluttered seas of the Near East. She has two officers, Lieutenant and Second Lieutenant, and their snowy uniforms and gold-laced epaulettes contrast strangely with the muddy decks and dinged bulwarks of the Angel's Kiss, R. N. Transport. I am not sure that they are pleased with their billets. Imagine it—the Second Lieutenant was chief officer of a big Canadian liner in peace times. He joined up, and, after long waiting, they sent him to be second in command of this prehistoric vestige. Which is the fortune of war. The next man on the list probably got appointed to a superdreadnought. Complain? No; my friend on the Angel's Kiss did not complain when he told us of it. He had merely come aboard to get some magazines to read. But, being in the business myself, I imagine he gets a bit sick of her at times.

In fact, when I reflect upon the strange and motley nature of the jobs we in the transport service are filling I recall with a smile a certain advertisement which we used to see on every wall in the days before conscription. It was a picture of a clean-cut middle-aged man with his little daughter on his knee. She is reading an illustrated history of the war, and she looks up and asks: "Daddy, what did *you* do in the great war?" And he is silent.

Of course, the moral is that he did not enlist and is silent from shame. But when I think of some of the men I know and the strange work they are doing, when I think of the men who sit all day by a scale and tally meat, of the Corporal who cleared $25 in one day selling us bits of a wrecked Zeppelin, of the Lieutenant chasing a gang of Arabs unloading barbed-wire, of the budding Jellico seated aloft on a motor-lighter piled twenty feet high with hay, when I think of my own job of running an ice-machine—well I can't help wondering if some of us won't be silent, too. We shan't cut much ice when the VCs and DSOs and DCMs come home. And our children will look at us with earnest, reproachful eyes. They will look up from the pictures of bayonet charges and bomb-rushes, the pictures of destroyers spitting death at submarines and aeroplanes diving like hawks upon their prey, and we shall hear the question: "Daddy, what did you do in the great war?"

I fancy a good many of us will take refuge in silence!

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LIFE ON AN AUXILIARY.

SUPPOSE it is as difficult to realize one's self part of a great fleet as it is to imagine one's self an instrument of Providence, or one of the molders of destiny or anything else too big to grasp. Very few of us who are serving our King and country in the auxiliary departments ever see, do, or say anything that would make a stranger feel we were indeed some of the infinitely small pieces of grit that are slowly grinding the Prussian war machine into dust. Only once in eight months have I heard a word that indicated any such sentiment in our breasts. The Chief Officer, one of those delightful altruists who are generally described as "nobody's enemy but his own," once remarked to me that we ought to have medals as well as the men in khaki because we were doing as much as they were, many of them. To this sentiment I cordially assented, and I was grieved a few days later to hear that he had gone ashore in Port Said, got thoroughly jungled, and was absent without leave for thirty-six hours! A sad climax to a burst of patriotism. That, however, is by the way.

What I was going to say is this: That this war has in a very real and definite sense "beggared description." Any man who endeavors to get the hang of it all will inevitably hang himself in despair before he has crossed the Channel. Several gentlemen have already done so, I believe. The mortality among war correspondents has never been so high. And after all what do their efforts amount to? In spite of all their admirable lucidity I am convinced that the American public has no clearer notion of the great movements than we have here on the spot. And the attitude toward the war among those engaged in it is crystallizing into entire indifference to what is happening except in their own immediate vicinity. Soldiers and sailors are now like the London policemen—they know nothing about anything except what lies on their own particular beat.

A naval officer in Egypt to whom I applied for certain information told me he did not read the papers at all. I described to him with considerable detail the destruction of a Zeppelin which I had witnessed up here, and he was astonished. He confessed to certain information about enemy aeroplanes, inasmuch as one of them had hurled a bomb into a yard next to the house where he lived, but, "of course, the aircraft people were looking after that," Outside of his own special work, which consists of searching neutral vessels before permitting them to enter the canal, he is not interested in the war. In the same way, I was entertained with the blank dismay in the face of a Lieutenant in the army here when I sought his opinion of the possible developments in Greek politics. His job was to edit a penny newspaper for the amusement of the British troops in Macedonia. What went on in Athens he neither knew nor cared.

And so it is, I am afraid, with us. Our job is to keep up certain supplies of foodstuffs for the army and navy, and our interests have not much scope beyond that homely office. One or two enthusiasts on the ship wade through articles by military experts who have not been happy in this war, and we lose confidence as days go by. Some, like myself, pay real hard money for a boat to go ashore when allowed, and wander about, but there is not much to learn. The last time I was here I had the excitement of sitting on the roadside in a dense cloud of white dust and watching scores of motor lorries, loaded to their marks, rushing northward into the mountains. At last, I thought, the Allies are moving. The Chief, who had been cruising about in one of the ship's boats, snapshotting views, told me some one had told him they had heard that we were moving. It went around the ship. I told my news and everybody woke up for a moment and took notice. Well, that was six weeks ago, and now we learn that it was only stores for the Greek Army, who were starving somewhere on the frontier!

The fact is ninety-nine per cent. of the press matter published about the war is unadulterated flubdub. There are two reasons for this. The first one is obvious. The Allies are rightly determined to stop all leaks. May this hand drop off if I divulge a single secret! I don't know any, but that is by the way. The second reason is the ignorance of the writers, which leads them to present a false view of the lives of us who are engaged in the great adventure. I was much struck by reading an article, a special article, in a great London daily, called "Life in the Grand Fleet." Now here is an example of what I call a false view. After reading that article a resident in, say Birmingham, England, or Birmingham, Ala. (both inland towns), would rest under the impression that the men in the Grand Fleet spend their time running round the decks to keep fit; eating, polishing brasswork, and talking an absurd back slang that nobody ever has or ever will understand. This same resident would have no suspicion that the warship was provided with any machinery, and coal, light, provisions, or stores. He would conclude that a naval war was conducted exclusively in daylight (hence the now Daylight Saving bill) for he is informed that most of the crew "turn in" to their hammocks (observe the nautical flavor of "turn in" in commas) at night, though he is informed that when at sea watches are kept.

Now what do you know about that? Contrast the reality.

In this ship, a mere transport spending most of her time in port, watches are kept continuously. The boilers, the pumps, the dynamos, the motors, the refrigerating engines, never stop. Some of us have been on continuous watches for nearly eight months. Time ashore, time to smoke, time to write a letter, must be snatched from sleep. Day and night a watch is kept for signalling. In port, mind you. At sea, of course this holds good, with the addition of a constant watch day and night on the gun platform, on the lookout ahead, on the bridge, in the wireless house. How much more then in the fighting ships, who keep our road and watch our going-in and our coming-out? How much more in the fighting ships upon whom all, absolutely all depends, who carry their hundreds of tons of explosives, who must travel at such breakneck speeds, who must think and do in a flash? Out there in the gray mist they ride, greyhounds of steel—Beatty fought his battle at thirty-one knots—and all the papers can find to tell us of the throbbing life in those steelwalls is that the deckhands run round the decks every day to keep fit!

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PORT SAID.

I OFTEN find in my letters the query: "What is Port Said." The fact is there is very little to be said for Port Said, either in peace or war. In the old days the seafaring man would tell you in his non-committal fashion that Port Said was nothing. I came here years ago, and found that, allowing for temperament, the seafaring man was about right, which is unusual. Artists and writers, with the lurid imaginations of their class, have painted Port Said as a sort of Oriental perdition, a haunt of houris and nautch-girls, with opium smoking, can-can dancing, and Arab deviltry thrown in. Which reminds me of the reply I got from a wealthy citizen of Chicago when I asked him if the terrible tales I had read of his home town were true. "I have lived there twenty years," said he, "and I find it a very agreeable city," I dare say if you asked any Greek who has lived, a prosperous gentleman, in Port Said for twenty years, that he would say the same.

Port Said is a small town existing solely by, for, and on the Suez Canal. It is, if you like, a by-product of the canal, and like most by-products, it smells a bit, but has its uses. Before the war it was prima facie a coaling port. Here the great liners from India and Australasia, from China and Japan, replenished their bunkers and water tanks and ice boxes. Here the humble tramps with sugar from Sourabaya, jute from Kurachi, wool from Brisbane, or cotton from Bombay did likewise and their crews bought fresh clothing, cigarettes of Turkish and Egyptian tobacco (which they didn't like), Turkish delight (which they did), and a lot of junk for the folks at hime. Here the skippers foregathered in the bar of the Eastern Exchange Hotel and told tall stories. Clustered behind the Custom House were a few streets of small shops and one or two large stores where passengers, allowed ashore during coaling hours, bought astonishing vestments and week-old copies of home papers. Straggling out behind all this lay the the Arab town facing the blue Mediterranean, an unprofitable neighborhood. Southward, beyond the ranks of coal lighters and repair shops, stretched the silver-streak of the canal Northward, like a long, gray finger, pointed the breakwater with its statue of De Lesseps, proud, sad figure holding out one hand toward his life's masterpiece. And that, humanly speaking, was all there was of Port Said. Whether you were outward-bound to Yokohama or westward to Boston, you were not sorry to get away from its blazing heat, its omnipresent coal dust, its exorbitant prices, and its abominable sand-laden desert wind, A good place to get away from.

Now there is all this with a difference. The civilian passenger, whether

(Continued on Page 9)


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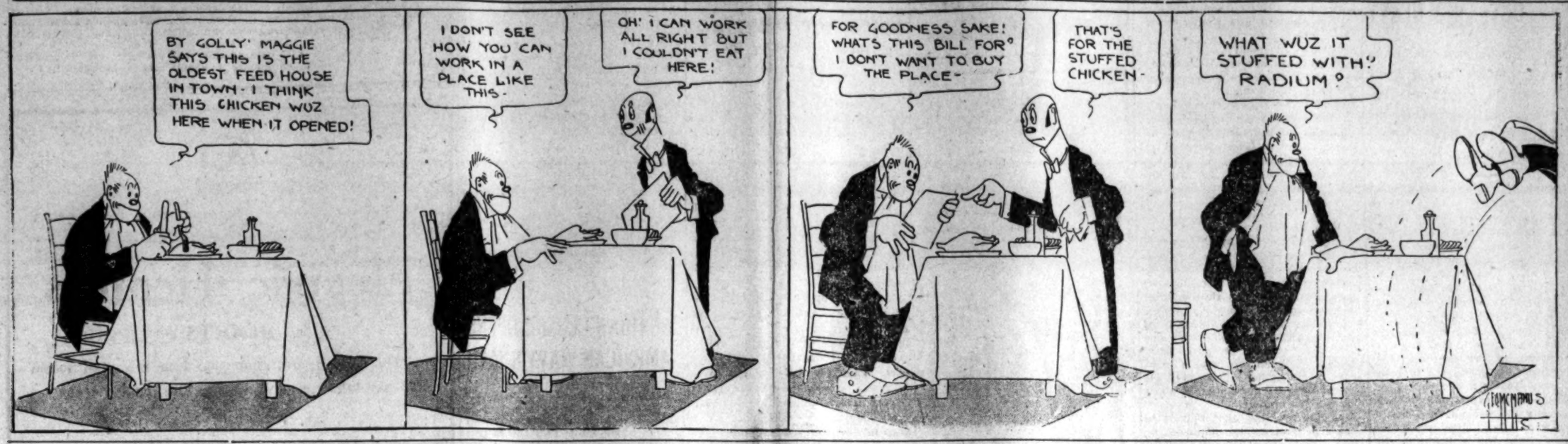
## Bringing Up Father

## By George McManus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SHANGHAI

## Engine Room Sketches By New Literary 'Find'

(Continued from Page 8)

friendly or neutral, must remain abroad while the vessel is in harbor, whereby the merchants of small shops and stores aforesaid have raised an exceeding bitter cry. And why was this? Well, I am given to understand that during the first year of the war Port Said contained more spies to the cubic yard than any other port in the Mediterranean. The hotels were jammed with them. Officers could not find accommodation. Soldiers merely had to ask the first stranger for the price of a drink and, behold! the welcome liquor flowed. So I am given to understand! It was obvious that only a great power operating on a comic opera basis could permit such a state of affairs to continue. It is well known, of course, to readers of Mr. William Le Queux's novels that Continental spies winter in Egypt to recuperate their healths. The probability is that 50 per cent. of the normal spy population of Europe were cut off in midcareer by the sudden slamming of the doors in Egypt, for that is the British way. They let things slide an slide. Civilians fume and newspapers foam at the mouth and call for a new Government or a fresh commander. And then all unawares the heavens fall, things happen, someone gets shot at sunrise, and civilians and newspapers are off on another scent.

It was like a man with flies in his room. By an adroit movement he traps most of them in the meat safe, but there will be still a few around that will have to be swatted individually. The last time I was in Port Said I saw on the hotel notice board a description of a German spy who was wanted and for whom a reward was offered. The description led me to wonder how such a strange figure could escape notice except in a freak show. Also how on earth, if the authorities knew him so intimately, even to tattoo marks on his back, did they ever let him go again? I should imagine the lot of a spy in Egypt these days is not happy.

Since the ex-Khedive bolted, as he had been planning to do for years, for when I was in Alexandria in 1911 he was away buying large estates in Asia Minor, and Prince Hussein Kamel Pasha was raised to the Sultanate, Egypt has been a "good life" in political insurance. Lords Kitchener and Cromer, Sir William Willcocks, and Sir John Aird builded better than they or we knew. The people are prosperous. Their sentiments, in so far as they are articulate in a powerful vernacular press, are wholly loyal to a strong and equitable Government. Port Said shares these feelings. The armies of occupation are good customers. Moreover, Port Said is a sort of clearing house. Hither come detachments from and to all fronts. Hither come men who have served their five years and are going home on leave, to rejoin. These transients are also good customers. Money circulates. Work is plentiful. Here and there about the decks at sunset you will find a true believer going through his two-bow prayer with his face toward Mecca; but for the most part they are secular beings, preoccupied with working shifts and overtime, eaters of meat and smokers of briar pipes.

And Port Said, for all her apparent vulnerability, is strong. Behind her is Egypt, peaceful, irrigated, and prosperous. In front is the blue Mediterranean and the waterless desert. Of war there is little to be seen. Once or twice a crazy aeroplane has dropped bombs in the sand or in the harbor, but with a singular lack of success. Here and there lie huge transports, vessels which have never been seen in the Mediterranean before, their decks an irruption of moving khaki. Back and forth burr small tugs with lighters loaded with shells, black and shiny capsules of death. Overhead, far up in the shining blue, you may see an aeroplane or two. Perhaps, as you watch, one of them will descend in a long spiral, and then, with a swoop, drop to the water and go past at incredible speed, an immense insect with wings of pale amber spotted with blue and scarlet. All around you rock the small boats, their owners asleep in the sun or lazily rowing in circles. Freighters come and go. Now and then a restless motor boat, her nose and half her keel out of the water, the blue-clad figures in her stern sitting in a dimple of snowy wake, tears up the fairway at thirty knots.

So runs the tale at Port Said. Of the big things she has no knowledge. She knows, as we say, that there is a war on, but she is busy, she is making money, and, if you are not in the services, we are very sorry, but you cannot pass.

### THE KING'S OFFICERS.

"DO you meet any officers?" wrote a lady to me the other day. Well, in the sense she means, I can't say I do. My work, which is aboard ship and fairly continuous, does not encourage gallivanting about in search of social diversions ashore. But I may say that at odd moments I encounter these gallant gentlemen and very amusing they are.

It should be said in the first place that the American correspondent who sent home the tale of private soldiers stopping at Shepheard's Hotel in Cairo, and who described the perfectly idyllic fraternity existing between officer and man, was on the right track, but fell, as so very many of his brethren fall, through insufficient knowledge. I could show you private soldiers on this ship living in the first-class saloon. Most orderlies, who are officers' servants, live near their masters.

Let there be no mistake about this sort of thing. Such menial posts are optional—in all communities you will find men who prefer to be servants. An officer may not be a hero to his valet, but it is generally the rule that a valet will prefer to go on being a valet rather than abandon his life-work for being a hero in the trenches. A little thought will convince the palpitating democrat that a busy officer cannot make his own bed and clean his own shoes and so on.

What is true about officers and men is a breaking down of the rigid discipline of the past, though I fancy that rigid discipline breaks down in most wars. If you read the histories of Frederick the Great you will find that the inhuman Prussian discipline of his father's time was a product of peace. When Frederick himself was campaigning you hear less of the goose step and more of humanity. Did not Frederick himself stroll up to camp fires with his "Good evening, my children," and did they not get back with "Good evening, Father Fritz"?

Indeed, one of the truly humorous things about this war is the astounding revolution it has effected in officers' manners and dress. Two officers—a Captain and a Lieutenant—who were accompanied by a couple of ladies, passed me in Venezelos Street in Salonica recently. Except that they wore no flowing scarf and carried no knapsack, and that they had on puttees instead of stockings, those two King's officers were dressed as Boy Scouts, with slouched hats and bare knees complete. It is not too much to say that before the war a million dollars would not have induced those gallant gentlemen to expose themselves in public in such a rig. The same easiness rules in their conversation with N. C. O.'s and men. Strictly, I believe a private shouldn't address an officer until addressed. But he does. He bawls at him if said officer happens to be fifty yards away in a motor launch. He doesn't finesse about Sergeants Major, either. The fact is we are all too busy for that sort of thing.

Remember, now, that it is not easy to get an officer to talk. He has had no end of drilling and lecturing about the use and abuse of speech in wartime. Posted up on the notice board in the hotels of Port Said and Alexandria you will find cunningly written warnings against spies. In Salonica, if you wish to arouse suspicion, dress yourself in civilian clothes and ask a British officer where the Y.M.C.A. is. Or do as I did—walk into Floca's Cafe, in the Place de la Liberte, where all the officers congregate, and take out a note book and pencil. I recommend you to have a pass from the authorities in your pocket. It may be useful.

There is one thing in the young British officer's favor, and that is his knowledge of no language but his own. I am not forgetting the hero of the 10-cent magazine story, but he is a special breed and not often found in real life. Nord of forget the officers of the old army, successors to men like Burton and Speke, who qualify in Arabic and Urdu and Tamil, men of the Kitchener breed, to whom war was a profession, the be-all and end-all of their lives. No, these are exceptions. The officer of our new citizen army is an amazing chap, but the gift of tongues is not his. And that is why he joins a clifue. He has a genius for the set, the clique, the social rung.

When I asked a naval officer's wife in Port Said what the social life of the place was she looked at her husband and laughed. "The social life of this place," said, he, "is that if anybody has five-pence more than we have they don't speak to us. If we have five-pence more than somebody else, we don't speak. That's all." And if that is the state of things in the married circles, the young bachelors, who get rather bored with hotel life in spite of the splendor of it, cling to the clique with even greater devotion. When I sit in the Grand Concert Bar in Port Said, a bare, garish room with a little stage, a little bar, little tables, and little drinks, and look at the young men there assembled in their cliques just as they used to assemble at the bare tables of Lyons lunchrooms and the A B C tea shops in the days of peace, I reflect that they are not the stuff of which Seton Merriman fashioned his heroes. I cannot imagine them disguising themselves as natives and rescuing lovely maidens from Arab hordes and harems. Disguise would be difficult. A mile away you would know them to be Englishmen abroad. For the fact is these young gentlemen, in their glossy gaiters and perfect-fitting tunics, are apprentices. They are learning the business. In due course they will go out, disappear, and take hold somewhere where I shall not see them. Give them a chance. They have not done so badly. Indeed, no!

But I am reminded by that of one officer whom I used to know who is an excellent example of the extraordinary adaptability of the race. I'll call him Old P. That's what he will always be to us who knew him when he was a student at University College, London, whither he had come from Harrow School to learn, of all things, engineering. He attended a few lectures, say one in ten, for he had several tons of money, and England is a good place to live in for such persons. Then we went to the works for three years. Old P. used come down four days a week in cab about 10 a.m. I don't think he ever got up much before 9 in those days. At last he quit and gave himself up soul and body to the study of grand opera, for he had a fine voice.

For years I saw nothing of him for he lived in France and Italy and Germany. I met him once in Bologna, where I was week-ending from my ship at Ancona. He was married then and he looked what he was—a prosperous, clean-cut English gentleman. Life for him was running on C-springs. He had studied singing from A to Z, and hoped in a year or two to make good at home. And then I never saw him until about eighteen months ago, in London. He was on leave from France, where he commanded a field battery.

Some people would say he had loafed through life, yet when the call came he seemed to have been preparing for it. He was an engineer, draftsman, horseman, motorist, and linguist. Everything came easy to him except getting up in the morning. I often wonder how he takes that, somewhere in France!

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# ALLIES MAY REACH RHINE BY SUPREME EFFORT; COST HEAVY

## Price 2,000,000 Men and Many Years, United States Army Officer Says—Entente Offensive Has Slackened, While the Central Powers Have Stiffened Lines, He Adds

Washington, August 26.—In the opinion of military experts of the United States army, Great Britain and France still have the bulk of their work ahead of them on the western front of the European battlefield. The central powers are far from defeated, and there are indications of a slowing down of the general offensive attempted on all sides.

"The allies probably will be able to get to the Rhine if they are willing to spend the necessary time, men and treasure by continuing to press back the Teutonic line by short spurts," said an expert of rank who has closely followed all development of the war. "But if they reach the Rhine, the cost will be frightful. No man can tell exactly what it would be, but it has been put as high as 2,000,000 men.

**Teuton Line Seems Stiffening**

"Of course, it is possible that the Anglo-French battering rams may succeed in breaking through the German line, but up to date there has been no indication of such a break. On the contrary, the Teutonic line appears to be stiffening as the allies press slowly forward.

"There is always the possibility that the allies may be able to gather together sufficient men and munitions on a comparatively limited front to strike the overwhelming blow that would bring the war to a close much like the Franco-Prussian War. On the other hand, it is entirely probable that Germany and Austria may still be able to bring about a deadlock on all fronts and thus keep the war dragging along perhaps for years.

"While the Anglo-French force on the Somme front has made important gains through numerous brilliant engagements that will live long in history, the cold military fact remains that they have not succeeded in pushing the line back far enough to give Germany any serious apprehension. So far as we can tell from this distance, England and France have had all the men and munitions they could use on the fronts on which they have been most active. They have not gone through the German lines, and, compared with the area of France and Belgium under German control, their aggregate gains of territory have not been large.

"Latest reports from the western front indicate that the Germans are again on the offensive at many points, although the allies continue to hammer away, making slow gains here and there.

**Mighty Push of Russia**

"The most promising offensive of the general forward movement of all fronts has been the mighty push of Russia in Bukowina, Galicia and Volhynia. Even today a new movement is reported in Galicia, netting important gains to the Slav commander.

"For weeks it looked as if Gen. Brusiloff might succeed in completely routing the Austrian armies on his front. He had a magnificent plan of campaign and followed it for weeks with unchanging success. During the past ten days or two weeks even Petrograd has frankly admitted that the Teutonic lines were gradually suffering and that Russian progress at many points was becoming slower. Gen. von Hindenburg is now on the offensive at many points on the eastern front, although the Slav army continues to make gains here and there.

Gen. Brusiloff struck the Austrian line at exactly the right time. Austria made a fatal blunder when her Commander in Chief authorized the removal of an enormous body of her best effectives to the Italian front for the offensive, which for a time promised to cut off a great portion of King Victor Emmanuel's fighting force on the Gorizia front.

"The Austrian line simply crumbled before the onrush of Gen. Brusiloff's splendidly equipped and thoroughly trained troops, estimated at 1,000,000 divided into four distinct armies of 250,000 each.

**Austria Is No Longer Crumbling**

"That the Austrian line is no longer crumbling on the eastern front, and since the fall of Gorizia—which was a most serious loss to Emperor Francis Joseph and the Teutonic cause—Austria appears to have succeeded in stiffening up her lines before the Italian invaders and holding them in check.

"Any military man would say that the Russian offensive has lost most of its punch and that any advances now being made are more or less spasmodic rather than the result of the execution of a carefully worked out military plan. It is always possible that Gen. Brusiloff may find a section of the eastern front through which he can drive a great army, but it is more likely that his general forward movement is about over for the present.

"In the Balkans the Bulgarians appear to have got the jump on the allies. They probably have 1,000,000 effectives in the field, buttressed by a Turkish army of considerable proportions. A major offensive on the Salonica front would be frightfully expensive from a financial standpoint. It costs four or five times as much to maintain a soldier at Salonica as it would to keep him actively at work on the western front. Everything must be shipped a long distance by boat. Salonica is a very awkward place to attempt a really great offensive.

"There is no question as to the stupendous size and quality of the general offensive of the allies. But it is obvious that they must be able to keep it going indefinitely if the war is to be won in the near future."

# 'SLIM SILHOUETTE' GIRLS ARE WINTER QUEENS

## Paris Has Decreed That Skirts, Hats and Shoes Shall Be Narrow

New York, August 26.—What is to be the rage in styles for women this winter?

Well, if you accept the answer of Charles C. Kurzman, importer, of Twenty-sixth Street and Fifth Avenue, who returned from France on the liner Rochambeau yesterday, the "slim silhoutte" is it.

Mr. Kurzman said Paris has decreed that everything must be of a narrowness this winter. Skirts, hats and shoes all will be lean to be in the mode, and embroidery must be on every article of wearing apparel that it can be on.

Whether a diet of horse meat or snails is responsible for the new figure of fashion, Mr. Kurzman did not say. He did mention, however, that he brought new "creations" with him valued at about $100,000, and that whereas a year ago a room could be had at the most fashionable hotel in Deauville for $5 a day, $14 now is demanded for the same room.

"French shops are doing the greatest business in their history," he said. "Every one believes that the allies will win the war by the middle of next summer."

# 430,000 IRON CROSSES

Copenhagen, August 29.—The Kiel Zeitung says that 430,000 Iron Crosses have been conferred up to the present, of which 420,000 were of the second class, each composed of half cast iron and half silver.

# Duke of Connaught Is Made a Chief By The Canadian Indians

DUKE OF CONNAUGHT

During a recent tour of the Canadian north-west, the Duke of Connaught, Governor-General of Canada, was made a chieftain by the Indians of the province of Alberta. The interesting ceremony took place at Banff, Alberta.

# U.S. FISH BOATS PUT ON CANADA BLACKLIST

## Question of Retaliatory Measures Is Taken Up By The Senate

Washington, August 25.—Simultaneously with the news of the seizure of two American fishing vessels off Iceland by a British patrol, complaints have been received here of British treatment of American fishermen nearer home.

While discussing the revenue bill in the Senate today Senator Jones of Washington declared Great Britain recently had blacklisted several American fishing vessels in North Pacific waters.

Supported by a British order in council the Canadian government now refuses to furnish American fishing vessels with supplies unless the catch is brought into a Canadian port. Then the catch is not permitted to be sold, the Senator claimed, but must be shipped in bond over the Canadian Pacific railroad.

**Ship in Port Refused Supplies**

Only this week, Senator Jones said, he had received a letter from a Seattle firm, stating that one of its ships had been refused supplies in a Canadian port because the last previous catch had been taken to an American port. The master of the ship was notified he had been blacklisted.

The purpose of the new blacklist, said Senator Jones, was to force American fishermen to pay tribute to the Canadian lines, as American fishermen are allowed to discharge their cargoes at Canadian ports and ship by water.

In response to an urgent appeal by Senator Jones at the request of American fishermen the finance committee inserted in the revenue bill a provision that after ninety days from the passage of the act no frozen nor fresh halibut or salmon from the North Pacific ocean or its tributary waters shall be admitted into the United States through any foreign country, except when the same shall be in bond from an American port.

**Boycott Action Demanded**

Members of the finance committee declare Great Britain probably will regard the provision an unfriendly act, but they regard the retaliatory act necessary to protect a distinctively American industry.

A report that the State Department would make no further protests against the British blacklist, but ask for indemnities after the war, caused Senator Martine of New Jersey today to demand immediate action against the boycot.

"This government should instantly and persistently press its protest and demand that freedom for American commerce that is ours by right," said Senator Martine. "If we cease pressing this matter now and fall back upon an indemnity we shall surrender all our rights.

"To say we will wait until the end of the war and then put in a bill for damages is to but demand for further acts and still greater acts of oppression. I cannot believe that is the policy of our State Department."

At the State Department it was denied that the blacklist issues would be left until the end of the war for settlement.

# CANADIAN CENSOR OPENS AMERICAN NAVY'S MAIL

Washington, September 17.—Consul General Robert P. Skinner has cabled the state department from London to the effect that the British government has agreed to certain modifications in the blacklist announced some time ago, one of the most important of these being the granting of permission to English insurance agencies to underwrite cargo shipments on the account of blacklisted American firms. The consul general also states that the blacklist provisions do not apply to the Philippine islands.

It is also reported, though official confirmation is as yet lacking, that Great Britain is contemplating the establishment of a blockade on all American shipments to neutral countries, where such shipments may be forward to Germany by land.

The post office department here has announced that the Canadian censors at Vancouver, British Columbia, have opened some American official navy mail sent to this city from Hongkong, and their action will probably be the basis for a strong protest to London.


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# Japan's Purpose in the Compact With Russia

## To Keep Step With Her Allies and Insure Peace in Asia

By Hugh Byas

*(Editor of the Japan Advertiser Writing to the New York Sun)*

Japan always particularly attentive to American opinion, took special interest in the views of United States newspapers on the Russo-Japanese alliance. If you are specially attentive to some one's opinion it must follow that you are also sensitive regarding it, but sensitiveness was not particularly and not openly marked in the Japanese reception of American press comment on this topic. The Tokio Nichi Nichi, one of the three best papers in the capital, observed that "the American eagle need not trouble to soar over the Pacific; there is plenty of room for him at home." None of the better class papers put it quite so bluntly, but the remark is not an unfair crystallization of the Japanese spirit. The other papers were content to reiterate the statement that the new pact made for the permanent peace of the Orient. We are all accustomed and a little tired of being told that everything Japan does, from increasing the army or navy to launching a drastic series of demands on China, is designed to achieve the permanent peace of the Orient and maintain the integrity and independence of China. The formula has lost its power to soothe foreign observers on the spot.

I think nevertheless, that American opinion has misapprehended the purport of the new alliance. It is in effect a guarantee of peace for the time being and a pledge that Japan's policy toward China is a pacific policy. At home it is a buttress to the internal forces which are averse to aggression in China; abroad it is a pledge that Japan is committed to a policy in line with that of her allies, Great Britain and Russia.

At present Japan is supreme in the Far East. She has a navy of half a million tons which includes several modern and highly efficient battleships and battle cruisers. She has an army of at least 1,000,000 men immediately mobilizable. As her jingoes are fond of saying, she is in sober fast at this moment "the lord of the Orient." She is in a position to pursue exactly what policy she chooses in regard to China. Europe is otherwise engaged. America is uninterested. The bottom fact of the situation is that nobody can say "no" to Japan just now. It is, to quote another Japanese phrase much in vogue in the discussions about China a few months ago, "the opportunity of a thousand years."

It is true that the war will not last forever, and the interests of Great Britain and Russia in China are so great that any abuse of Japan's power would tend to bring about in course of time an alignment of these countries against her. But does anybody suppose that the close of the European struggle will find any of the present belligerents in a mood to look for adventures in Asia? The chances are that things done would be acquiesced in. Besides, Japan's friendship at present is vital to Russia and highly important to England. It is vital to Russia not so much on account of the munitions which Japan is supplying as because Russia's Eastern gate, Vladivostok, is at Japan's mercy. Through that eastern gate munitions and supplies of every sort are pouring in from the United States. It has been kept open by ice breakers all winter when the only other gate, Archangel, on the White Sea, was frozen.

Japan has very powerful arguments with which to induce her friends to turn a benevolent eye on her actions. Pretexts for aggression are never far to seek in China. The recent disturbance supplied scores of cases of injury to Japanese, throwing of bombs at Japanese shops, firing on Japanese civilians and soldiers, and so on. For a long time it almost looked as if an aggressive policy had been decided on and I know of more than one occasion on which movements of Japanese warships, subsequently quite harmlessly explained, caused acute uneasiness behind the diplomatic scenes in Tokio. If Yuan had lived and stuck to his post it is possible that aggression would have become the policy. His death may have added to the scales just the make-weight needed to turn the balance. Anyhow it has turned, and the Russo-Japanese alliance is the outward manifestation of Japan's new policy of peaceful penetration.

By entering the alliance Japan voluntarily ties herself up to Russia and England. It is the strongest guarantee she can give that her policy is not one of single handed aggression. In a position to play a "lone hand" she is voluntarily tying herself to her partners and subordinating an individual to a joint policy. The immediate result is the disappearance of the evil dream of Japanse intervention in China which has haunted the imaginations of the Far East for years and has been an incurble nightmare for the last twelve months.

There is an impression in the United States, and it is shared by some people here, that the Russo-Japanese alliance means the eventual extinction of the Anglo-Japanese alliance. I do not think we know enough yet to dip deeply into the future. Before the Russo-Japanese pact was concluded the British Prime Minister and Foreign Secretary officially stated that England and Russia had arrived at a complete understanding regarding their respective interests in the East. M. Sazonoff, then Russian Foreign Minister, confirmed this. There must be a great readjustment of the policy of Russia after the war if she gets Constantinople. But all that is very much in the making. The future is always full of risks. Is an assurance of immediate peace where there was insecurity not worth something?

To sum it up in the phrase used to me by a neutral diplomat, not an American, Japan would be more than human if she did not seek to take advantage of the unprecedented situation. The temptation was great, and there is force in the plea that China in her present tottering condition is a menace to peace and a danger to Japan, Japan has decided against a policy of military aggression and has elected to keep step with her allies. It means that China gets another chance, and that peace for the present is assured. That is something to be thankful for. As for the future, America has her chance to make it as well as Japan.

## News Brevities

Content with small profits, on the basis of a quick turnover, the proprietors of Hill's Bazaar announce that they will put on sale tomorrow $50,000 worth of new autumn and winter outfitting goods and household linens at wholesale prices. The Bazaar, which will be held at 31 Nanking Road, will be open for 12 days only. A good assortment of seasonable goods for children and infants will also be on sale.

• • •

Mr. St. P. Rudinger who has been in the General Hospital for about one month on account of nervous prostration is expected out within the next few days when he will resume his practice as Attorney-at-Law.

• • •

At Holy Trinity Cathedral today at 11 a.m. there will be special thanksgivings for the devoted service of the Mercantile Marine during the war with a commemoration of those whose lives have been sacrificed. At the 8 a.m. celebration on the same day thanksgivings for the blessings of the harvest will be offered.

• • •

Messrs. Arthur and Bond, the famous shirtmakers of Yokohama, make an announcement regarding their wares on page 4 of this issue.

• • •

The U.S.S. Helena leaves Canton for Shanghai today.

• • •

Miss Jessie Ackerman, F.R.G.S., will be the guest of honor at the weekly meeting of the American Woman's Club on Tuesday. Miss Ackerman will speak briefly. Among the other speakers of the afternoon will be Mrs. W. H. Merriman, Mrs. J. J. Connell, Mrs. F. Sites, Mrs. W. S. Fleming, Mrs. Barkley and Mrs. Dr. Woodbridge.

# Spiritualist Wedding Legal Say Attorneys

MRS CHARLES KOCH

Jersey City, August 30.—Leading attorneys of this city have given their opinion that the spiritualist wedding of Prof. Charles Koch and Miss Marguerite Pols, performed here a few days ago is entirely legal and binding.

The couple were married by Dr. Anna. A. Stewart, head of the Mt. Pitcairn Spiritualist Church of Jersey City. At the conclusion of the ceremony Dr. Stewart went into a trance and blessed the couple with a message from the "Spirit Alhambra."

# Prisoners Alleged To Have Belittled Land Dreadnoughts

(Ostasiatische Lloyd War Service)

The Deutscher Ueberseedienst states: Berlin, September 17.—The captured inmates of armored British automobiles, which were used during the battle on the Somme, declared that this invention proved a complete failure. "Common-sense should tell that to everybody" was the remark of one of the prisoners.

These automobiles could advance only one mile an hour and were, therefore, an excellent aim for the artillery. On account of the noise they made, the smoke and the heat and the dangerous ground they had to traverse, the motion of the cars was atrocious for the inmates. Of the seven armored automobiles which started to advance on September 16, only two arrived at their destination and these were completely destroyed and disabled by artillery fire.

At another place, the infantry had been told that six of these automobiles advanced for attack, but only one made its appearance, however, only to be wrecked after a short while.

The Norddeutsche Allgemeine Zeitung states that the reports according to which Germany enlisted foreigners, especially Belgians, for military service, are untrue. The principle existing before the war, not to enlist foreigners in the German army, has been maintained during the war.

The steamers Zaamland, bound from Amsterdam to South America, Ryndam, from New York to Rotterdam and Arakatan, from Java to Amsterdam, were forced by the British to abandon their mails.

The Greek Minister in Berlin has communicated officially the abolition of the Greek censorship. The Greek Government, therefore, declines responsibility for all news from Greece.

The following subscriptions to the fifth war loan have been made:

| | Million Marks |
|---|---|
| Sparkasse Charlottenburg | 14 |
| Sparkasse Halle | 8 |
| Roheisen-Syndikat | 5 |

The Luxemburg paper Obermosel declares that the Entente Powers' air attacks against foundries in Luxemburg are unjustified. Luxemburg was ready to furnish ammunition to any of the parties. Switzerland and the United States were likewise furnishing ammunition, but attacks on their foundries were not allowed according to international law.

A census in Prussia shows that the number of hogs has increased by two million during the time from June 1 to September 1, 1916. The number of cattle remained stationary, only the number of cows decreasing by one per cent.

# J. T. Allen Is Jailed For Six Months

## Convicted of Assault and Carrying Concealed Weapon; Quarrel Over Dog

John T. Allen, the American sailor charged in the U.S. Court for China with assault and carrying a concealed weapon, was sentenced yesterday to six months' imprisonment at Billibid prison in the Philippines. The specific charge against Allen was that he drew a revolver from his pocket on the night of September 14 in the Naval Club in Boone Road, and threatened the proprietor, Anton Kotsomitis, following an altercation concerning a dog.

Mr. Heen, appearing for Allen, contended that the evidence against the sailor did not constitute a charge of assault as the pistol was not loaded. But the court, Judge C. S. Lobingier, held in his decision that if the complaining witness had cause to believe that the weapon was loaded and that he was in danger of bodily injury, that Allen's offense constituted the charge of assault with a deadly weapon.

The evidence in the case was heard Thursday. Major C. P. Holcomb, District Attorney, appeared for the prosecution.

## RUSSIAN AIR RAID

(Ostasiatische Lloyd War Service)

Official German telegram.—Berlin, September 26.—The Admiralty reports: Two Russian hydroplanes again attacked the German aero-station at Angernsee without success. German defensive aeroplanes shot down one of the Russian hydroplanes, while the other was damaged, but succeeded in escaping in the direction of Runoe.


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Let us send you free a copy of our Grocery List published every sixty days. You will find many suggestions of good things to eat. You will be pleased by our low prices.

## *Our Service to Missionaries*

We furnish supplies for hundreds of missionaries both at home and abroad. They, and their boards, find we give greater variety, better value, lower freight rates, prompt shipments and guaranty of safe delivery. We include with their orders packages and boxes sent in to us by friends and other merchants.

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Maynard D. Howell, Export Manager

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6. Its Process of Manufacture is more than 1,000 years old.
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**In 14 Episodes of 2 Parts Each**

Tomorrow night, showing 5th and 6th Episodes, entitled:

4 Reels **"Weapons of War"** and **"False Colours."** 4 Reels

SYNOPSIS OF FOUR PREVIOUS EPISODES

The four opening episodes touch briefly on the life of Jim Borden, a desperate convict, known as "Circle Jim," owing to the presence of a peculiar livid scarlet circle on the back of his hand. His attempt to efface the family curse by asphyxiating his son and then shooting himself, proves ineffectual, as twenty years before this incident occurred, Borden's wife and Mrs. Travis—the wife of a wealthy speculator—were confined on the same day at an hotel, and during a daring attack by a gang of robbers, the babies were accidentally exchanged. Mrs. Travis' nurse, Mary, kept this secret locked up in her heart, until the evil strain in June Travis' blood became prominent. The appearance of the terrible sign on June's hand brought a confession from the over-wrought nurse. Owing to a daring adventure by June, Max Lamar, a Crime Specialist, is introduced, and all Mary's initiative is taxed to save her young charge from detection by the suspicious detective.

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**DOLLY BUNCH**
The Dainty Singer. Introducing new and popular songs.

Specially engaged by Mr. Hertzberg at San Francisco

Pathe's Special War Picture
**"APPROACHING THE GERMAN SECOND-LINE TRENCHES"**
a long reel of exciting and thrilling incidents.

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Featuring Tom Wise in a one reel star comedy, by World Comedy Stars Film Corporation.

**"Almost a Scandal"**
L-KO Comedy.

# FINANCIAL AND COMMERCIAL NEWS

## Exchange and Bullion

Shanghai, September 30, 1916

**Money and Bullion**

Gold Dollar Bank's buying rate 74⅝ = Tls. 1.34 @ 72.1 = $1.86 Tls.

| | |
|---|---|
| Mex. Dollars: Market rate: | 71.8375 |
| S'hai Gold Bars: 978 touch... | — |
| Bar Silver ..... | — |
| Copper Cash ..... | 1922 |
| Sovereigns: | |
| Buying rate, @ 3-1⅛—Tls. | 6.46 |
| Exch. @ 72.1—Mex. .... | 8.96 |
| Peking Bar ..... | 340 |
| Native Interest ..... | .10 |

**Latest London Quotations**

| | |
|---|---|
| Bar Silver ..... | 32 11/16d. |
| Bank rate of discount ..... | 6% |
| Market rate of discount:— | |
| 3 m-s. ..... | % |
| 4 m-s. ..... | % |
| 6 m-s. ..... | % |
| Exchange on Shanghai, 60 d-s. | |
| Ex., Paris on London ....Fr. | 27.88 |
| Ex., N. Y. on London .....$ | 476⅞ |
| Consols .....£ | — |

**Exchange Closing Quotations**

| | | |
|---|---|---|
| London ..... | T.T. | 3-1⅛ |
| London ..... | Demand | 3-1⅛ |
| India ..... | T.T. | 229¾ |
| Paris ..... | T.T. | 431½ |
| Paris ..... | Demand | 432 |
| New York ..... | T.T. | 73⅝ |
| New York ..... | Demand | 73¾ |
| Hongkong ..... | T.T. | 70⅜ |
| Japan ..... | T.T. | 69⅛ |
| Batavia ..... | T.T. | 177½ |

**Bank's Buying Rates**

| | | |
|---|---|---|
| London .....4 m-s. | Cdts. | 3-2⅛ |
| London .....4 m-s. | Docy. | 3-2⅛ |
| London .....6 m-s. | Cdts. | 3-2⅛ |
| London .....6 m-s. | Docy. | 3-2⅛ |
| Paris ..... 4 m-s. | | 446½ |
| New York ..... 4 m-s. | | 76⅜ |

**CUSTOMS HOUSE RATES OF EXCHANGE FOR SEPTEMBER**

| | | |
|---|---|---|
| £1 | —Hk. Tls. | 5.98 |
| Hk. Tls. 1 | —Francs | 4.72 |
| " " 1 | —Marks† | 3.86 |
| Gold $ 1 | —Hk. Tls. | 1.35 |
| Hk. Tls. 1 | —Yen | 1.37 |
| " " 1 | —Rupees | 2.53 |
| " " 1 | —Roubles | 2.40 |
| " " 1 | —Mex. $ | 1.50 |

† Nominal.

## Stock Exchange Transactions

Shanghai, September 30, 1916

**TODAY'S QUOTATIONS**

**Official**

H. and S. Banks $740.00
New Eng. Tls. 11.50
Culty's Dairy Tls. 10.00
Cathays (Ord) Tls. 3.40
Ayer Tawah (15 shares) Tls. 40.00
Kroewoeks Tls. 22.00
Repah Tls. 1.62½
Kota Bahroes Tls. 13.25
Anglo-Javas Tls. 13.00
Weeks 6% debs. Tls. 100.00
Langkats Tls. 25.75
Ziangbes Tls. 7.75

## Sharebrokers' Association Transactions

Shanghai, September 30, 1916

**BUSINESS DONE**

**Official**

Consolidated Tls. 4.20 October
Dominions Tls. 16.75 October
Kotas Tls. 13.75 October
Anglo-Javas Tls. 13.10 cash
Java Consolidated Tls. 22.75 cash

**Direct**

N. E. and S. Works Tls. 11.25 cash
Kotas Tls. 13.75 October
Kroewoeks Tls. 22.25 October

## London Rubber Market

*Reuter's Service*

London, September 29.—Today's rubber prices were:—

Plantation First Latex:

Spot: 2s. 4d. to 2s. 4¼d. paid.
January to March: 2s. 5¼d. paid.
Tendency of Market: Steady.

Last Quotation, London, September 28:

Spot: 2s. 4½d. to 2s. 4d. paid.
January to March: 2s. 5d. to 2s. 4¾d. paid.
Tendency of Market: Dull.


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## Silk Market Report

Messrs. Wm. Little and Co. write as follows in their weekly silk market report:—

Our last report was dated 22nd instant.

White Silk.—The market continues dull with prices easier.

Tsatlees.—Silver Electric Fan Tls. 590. Gold Kiling Tls. 580/77½.

Tsatlee Filatures.—Black Horse 1, Tls. 700. Grass-hopper A. Tls. 700. Kung Kee Mars 1, Tls. 660.

Tussah Filatures 8 coc.—Prices after declining to Tls. 342½ av. have firmed up to Tls. 350 av. for best grades, in view of more general enquiry and the market closes strong. Settlements some 700 bales.

**Export from Shanghai**

**Season 1916-1917**

**Export Figures**

**All bales are picul bales.**

| | White Silk, to Europe, etc., in 80 catty bales | To America in picul bales | White Yellow Total |
|---|---|---|---|
| | | | 1916-1917 bales bales bales |
| From 1st June to date, | 6,874 | 5,056 | 11,930 |
| Against corresponding period | 1915-1916 9,190 | 4,739 | 13,929 |
| | *1914-1915 4,587 | 5,684 | 10,271 |
| | | | 1916, 1917 piculs. |
| Settlements for Europe, &c., White Silk ..... | | | 4,200 |
| Settlements for Europe, &c., Yellow Silk..... | | | 5,500 |
| Settlements for America, White Silk.. ..... | | | 3,300 |
| | | | 13,000 |
| Stock in Shanghai, White Silk..... | | | 1,000 |
| Yellow Silk .... | | | 1,000 |
| Visible Supply for season to date .. | | | 15,000 |
| Stock in Shanghai, Wild Silk ..... | | | 500 |

## LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co. write as follows in their weekly share market report:—

The share market has shown a very steady tone during the past week and a fair bulk of business has been transacted. Rubbers generally speaking remained firm with an upward tendency. Cottons are all in fair demand. Orientals have advanced to Tls. 42½ and are wanted at this figure.

Shanghai Docks have jumped to Tls. 88 buyers, with none offering.

New Engineerings have risen to Tls. 11¼ buyers.

Langkats remain quiet at Tls. 25½.

Shanghai Lands and Anglo-French Lands remain unchanged and steady.

Debentures are rather easier.


**The Cathay Trust, Ltd.**

**Paid-up Capital ..... £220,899**

LOANS, AT LOW RATES OF INTEREST, GRANTED ON APPROVED SECURITIES.

J. C. DYER, Manager.

J. A. WATTIE & Co., Ltd.

Secretaries and General Managers, 10 Canton Road, Shanghai.

**The China Mutual Life Insurance Company, Ltd.**

has already paid more than

**10½ Millions of Taels**

to its policyholders, and the Company's books showed over

**31½ Millions of Taels**

Assurances in force on March 31st, 1915, when the total Assets stood at more than

**9½ Millions of Taels**

Whole Life, Endowment, Educational and Annuity Policies issued at current rates.

**Head Office—SHANGHAI**

Branch offices throughout Asia

**British-America Assurance Co.**

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.


# Chinese and Foreign Banking Announcements


## Chartered Bank of India, Australia and China

Incorporated by Royal Charter, 1853.

| | |
|---|---|
| Capital ..... | £1,200,000 |
| Reserve Fund ..... | 1,800,000 |
| Reserve Liability of Shareholders ..... | 1,200,000 |

*Head Office*:
38 BISHOPSGATE, LONDON, E. C.

*Court of Directors*:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

*Bankers*:
The Bank of England.
The London City & Midland Bank, Limited.
The London County & Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

*Agencies and Branches*:

| | | |
|---|---|---|
| Amritsar | Iloilo | Puket |
| Bangkok | Ipoh | Rangoon |
| Batavia | Karachi | Saigon |
| Bombay | Klang | Seremban |
| Calcutta | Kobe | Singapore |
| Canton | Kuala-Lumpur | Shanghai |
| Cebu | Madras | Sourabaya |
| Colombo | Malacca | Taiping |
| Delhi | Manila | (F.M.S.) |
| Foochow | Medan | Tavoy (Lower |
| Haiphong | New York | Burma) |
| Hankow | Peking | Tientsin |
| Hongkong | Penang | Yokohama |

*Shanghai Branch*, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND, Manager.

## Banque de L'Indo-Chine

| | |
|---|---|
| Capital ..... | Frs. 48,000,000.00 |
| Reserves ..... | Frs. 48,000,000.00 |

*Succursales et Agences*:

| | | |
|---|---|---|
| Bangkok | Hanoi | Saigon |
| Battambang | Hongkong | Shanghai |
| Canton | Mengtze | Singapore |
| Djibouti | Noumea | Tientsin |
| Dondichery | Peking | Tourane |
| Haiphong | Papeete | |
| Hankeou | Pnom-Penh | |

*Bankers*:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

## Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital ....Frs. 30,000,000

Head Office: BRUSSELS.
London Office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

*President*:
JEAN JADOT,
Gouvernor Societe Generale de Belgique.

*Bankers*:
LONDON Martin's Bank, Ltd.
BRUSSELS: Societe Generale de Belgique.
ANTWERP: Banque d'Anvers.
PARIS: Banque de l'Union Parisienne, Societe Anonyme.
LYONS AND MARSEILLES: Comptoir National d'Escompte d'Paris.
NEW YORK: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

W. A. HOEHN, Manager.

## Hongkong & Shanghai Banking Corporation

| | |
|---|---|
| Paid-up Capital ..... | $15,000,000 |
| Reserve Funds:— | |
| Sterling £1,500,000 @ 2s. | $15,000,000 |
| Silver ..... | 18,000,000 |
| | $33,000,000 |
| Reserve liability of Proprietors ..... | $15,000,000 |

*Head Office*: HONGKONG.
*Court of Directors*:
W. L. Pattenden, Esq., Chairman.
S. H. Dodwell, Esq., Deputy
G. T. M. Edkins, Esq. [Chairman.
C. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
*Chief Manager*:
Hongkong—N. J. STABB.

*Branches and Agencies*:

| | | |
|---|---|---|
| Amoy | Ipoh | Peking |
| Bankok | Johore | Penang |
| Batavia | Kobe | Rangoon |
| Bombay | Kuala-Lumpur | Saigon |
| Calcutta | London | S. Francisco |
| Canton | Lyons | Shanghai |
| Colombo | Malacca | Singapore |
| Foochow | Manila | Sourabaya |
| Hankow | Nagasaki | Tientsin |
| Harbin | New York | Tsingtau |
| Iloilo | | Yokohama |

*London Bankers*:
London County and Westminster Bank, Ltd.

*Shanghai Branch*: 12, The Bund.
*Sub-Agency*: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

## Russo-Asiatic Bank

| | Roubles. |
|---|---|
| Capital (fully-paid) ..... | 45,000,000 |
| Reserve Fund ..... | 22,000,000 |
| | Kpg. Tls. |
| Capital Contributed by the ..Chinese Government ... | 3,500,000 |
| Reserve Fund ..... | 1,733,000 |

*Head office*: PETROGRAD.
*Paris Office*: 9, Rue Boudreau.
*London Office*: 64, Old Broad St., E.C.

*Bankers*:
LONDON: Messrs. Glyn, Mills, Currie & Co.
PARIS: Societe General pour favoriser le Development du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
LYONS: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

*Far Eastern Branches and Agencies*

| | | |
|---|---|---|
| Bombay | Hailan | Peking |
| Calcutta | Hankow | Shanghai |
| Chanchun | Harbin | Tientsin |
| (Kwan-chendze) | Hongkong | Tsingtau |
| | Newchwang | Vladivostock |
| Chefoo | Nicolayowsk | Yokohama |
| Dalny (Dairen) o-A | | |

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

SAFE DEPOSIT BOXES:
J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

## The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

**Paid-up Capital $200,000**

All kinds of banking business transacted.

Currency Exchange a speciality.

Special department for handling loans against warehouse receipts and other commercial paper.

Interest on Tael current accounts 2%.

Particulars of interest allowed on Dollar current accounts and fixed deposits can be obtained on application.

K. P. Chen, General Manager.

## The Bank of China.

(Specially authorised by Presidential Mandate of 15th April, 1915)

| | |
|---|---|
| Authorised Capital ..... | $60,000,000 |
| Paid-up Capital ..... | $10,000,000 |

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interests allowed on Current Deposit Account in Tales at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent. per annum.
For 6 months at the rate of 4 per cen. per annum.
For 12 months at the rate of 5 per cen. per annum.

SUNG HAN-CHANG, Manager.

## Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent. per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

## Banque Industrielle de Chine.

Capital ..... Francs 45,000,000

One-third of the Capital, i.e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION, Manager.
1, French Bund, Shanghai.

## Yokohama Specie Bank, Limited

(*Established* 1880.)

*Head Office*: YOKOHAMA, JAPAN.

| | | |
|---|---|---|
| Capital Subscribed ..... | Yen | 48,000 000 |
| Capital Paid-up ..... | " | 30,000,000 |
| Reserve Fund ..... | " | 20,800,000 |

*London Bankers*:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

*Branches and Agencies*:

| | | |
|---|---|---|
| Antunghsin | London | Port Arthur |
| Bombay | Liaoyang | S. Francisco |
| Calcutta | Los Angeles | Singapore |
| Changchun | Lyons | Sydney |
| Dalny | Mukden | Sinanfu |
| Hankow | Nagasaki | Tiehling |
| Harbin | Newchwang | Tientsin |
| Hongkong | New York | Tokio |
| Honolulu | Osaka | Tsingtau |
| Kobe | Peking | |

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

## International Banking Corporation

*Head Office*:
National City Bank Building
55 Wall Street, New York

London Office:
36 Bishopsgate, E. C.

| | |
|---|---|
| Capital paid-up .....U.S. | $3,250,000.00 |
| Reserve and Undivided Profits ..... | 3,628,688.77 |
| U.S. | $6,878,988.77 |

Branches at:

| | | |
|---|---|---|
| Bombay | Hongkong | Singapore |
| Calcutta | Kobe | San Francisco |
| Canton | London | Tientsin |
| Cebu | Manila | Yokohama |
| Colon (P.C.Z.) | Medellin | Peking |
| Hankow | Panama | Shanghai |

Through its close affiliation with THE NATIONAL CITY BANK OF NEW YORK, the Bank is able to offer the special services of the Branches of that Institution in Cuba and South America:—BUENOS AYRES, HABANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO, SANTOS, SAO PAULO.

The Corporation transacts every description of Banking and Exchange business, issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, available in the United States of America and in all other parts of the world, and receives money on CURRENT DEPOSIT ACCOUNT and on FIXED DEPOSIT upon terms which can be ascertained on application.

G. HOGG, Manager.
1a Kiukiang Road, SHANGHAI.

## Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up Capital—
Guilds. 55,000,000 (about £4,603,666)
Reserve Fund—
Guilds. 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
*Agencies in Holland*:
THE HAGUE and ROTTERDAM.
*Bankers*:

| | | |
|---|---|---|
| Bandjermasin | Padang | Soerakarta |
| Bandoeng | Palembang | Tandjong Balei |
| Cheribon | Pekalongan | Tebing-Tinggi |
| Djember | Penang | Tegal |
| Djokjakarta | Pontianak | Telok-Betong |
| Hongkong | Rangoon | Tjilatap |
| Kota-Radja | Semarang | Weltevreden |
| Makassar | Singapore | |
| Medan | Soerabaya | |

*London Bankers*:—
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. I. WYNBERG, Acting Agent.

## Commercial Bank of China

*Head Office*: SHANGHAI

| | |
|---|---|
| Subscribed Capital | Sh. Tls. 5,000,000 |
| Paid-up Capital... | Sh. Tls. 2,500,000 |

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL, Chief Manager.

## The Bank of Canton, Limited.

Incorporated 1912.

| | | |
|---|---|---|
| Authorised Capital .....H. | | $2,000,000 |
| Subscribed and Paid-up Capital .....H. | | $1,357,850 |
| Reserve Fund .....H. | | $70,000 |

*Head Office*:
6, Des Voeux Road, Hongkong.

*Shanghai Office*: 2, Ningpo Road.

Drafts granted on the Principal Commercial Cities throughout the world, Bills of Exchange bought and received for collection and every description of Banking and Exchange business undertaken.

Interest allowed on Tael Current Accounts at 2% p.a. on daily balance and on Fixed Deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

IUKUUN, Manager.

## The Mercantile Bank of India, Ltd.

| | |
|---|---|
| Authorised Capital ..... | £1,500,000 |
| Subscribed Capital ..... | 1,125,000 |
| Paid-up Capital ..... | 562,500 |
| Reserve Fund ..... | 550,000 |

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

*London Bankers*:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

| | | |
|---|---|---|
| Bombay | Howrah | Madras |
| Calcutta | Kandy | Penang |
| Colombo | Karachi | Port Louis |
| Delhi | Kota Bahru | (Mauritius) |
| Galle | (Kelantan) | Rangoon |
| Hongkong | Kuala Lumpur | Shanghai |
| | Singapore. | |

*Shanghai Branch.*

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application

C. T. HATH, Acting Manager.
7 Nanking Road.
9753

## BANK OF COMMUNICATIONS

**Paid-up Capital: Kungping Taels 10,000,000**

HEAD OFFICE: PEKING.
Fifty Branches and Agencies In China.

**SHANGHAI BRANCH**

Interest allowed on current accounts and on fixed deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities and every description of Banking and Exchange business transacted.
5559.


## *Provision Prices in Local Markets*

Prices quoted are in Mexican dollars cents at Hongkew market, as compiled on September 26, 1916.

| | | |
|---|---|---|
| **Butcher's Meat** | | |
| Beef | per lb. | 14-20 |
| Mutton | " | 16-20 |
| Pork | " | 25-30 |
| Veal | " | 25-30 |
| **Fish** | | |
| Bream | per lb. | 16-20 |
| Cod | " | 14-16 |
| Mandarin | " | 30-50 |
| Mackerel | " | 25-30 |
| Pomfret | " | 25-30 |
| Salmon | " | none |
| Samli | " | none |
| Soles | " | 16-20 |
| Whitebait | " | none |
| **Game, Poultry and Eggs** | | |
| Deer | each | none |
| Duck | " | 40-70 |
| Eggs | per doz. | 15-18 |
| Fowl | per lb. | 16-18 |
| Geese | each | 50-80 |
| Hare | " | none |
| Partridge | " | none |
| Pheasant | " | none |
| Pigeons | " | 18-20 |
| Plover | " | none |
| Quail | " | 18-20 |
| Snipe | " | 16-18 |
| Turkey | " per lb. | 45-50 |
| Teal | each | 16-20 |
| Wild Duck | " | 35-40 |
| Wild Geese | " | none |
| Woodcock | " | none |
| Wild Pigeon | " | none |
| **Fruit** | | |
| Apples | per lb. | 10-15 |
| Apricots | " | none |
| Bananas | " | 5-6 |
| Cherries | " | none |
| Cocoanuts | each | 15-20 |
| Chestnuts | per lb. | 10-12 |
| Figs | per doz. | 3-5 |
| Grapes | per lb. | 12-16 |
| Lemons | each | |
| Lichees | per lb. | none |
| Mangoes | each | none |
| Mangosteens | per doz. | none |
| Melons | each | none |
| Oranges | per lb. | none |
| Peaches | " | 15-20 |
| Persimmons | " | 5-7 |
| Pineapples | each | none |
| Peeboes | per lb. | none |
| Plums | per lb. | none |
| Pumeloes | each | 10-15 |
| Pears | per lb. | 8-15 |
| Strawberries | " | none |
| Walnuts | " | 10-12 |
| **Vegetables** | | |
| Artichokes | each | 4-5 |
| Asparagus | per doz. | 15-25 |
| Bamboo Shoots | per lb. | none |
| Broad Beans | " | 4-5 |
| Beetroot | per bunch | 1-2 |
| Cabbages | each | 3-5 |
| Celery | per bunch | 2-3 |
| Carrots | each | 2-3 |
| Cauliflower | each | none |
| Egg Plant | per lb. | 4-5 |
| French Beans | per lb. | 4-5 |
| Green Corn | each | 2-3 |
| Leeks | per bunch | 2-3 |
| Mushrooms | per lb. | 80-1.00 |
| Onions | per lb. | 2-3 |
| Peas | " | none |
| Potatoes | per pic. | $1.40-1.60 |
| Parsnips | per lb. | 2-3 |
| Radishes | per bunch | 1-2 |
| Spinach | per lb. | 4-5 |
| Tomatoes | " | 3-5 |
| Turnips | per bunch | none |
| **Grain and Flour** | | |
| Flour, American | per 50 lb. | $4.50 |
| Flour, Shanghai | per 50 lb. | $2.40 |
| Rice | per 200 lb. | $8.20 |
| **Milk** | | |
| Foreign dairies | per bottles | 20 |
| Chinese dairies | " | 17 |
| **Fodder** | | |
| Barley | per 114 lbs. | $2.90 |
| Bran | " | $2.25 |
| **Fuel** | | |
| House Coal | per ton Tls. | 9.50 |
| Stove Coal | " Tls. | 16.00 |
| Firewood | per 60 bundles | $1.00 |

E. KILNER.

# BENJAMIN AND POTTS SHARE LIST

## Yesterday's Prices

| STOCK | Closing Quotations |
|---|---|
| **Banks** | |
| H. K. and S. B. | $740 Sa. |
| Chartered | £52. |
| Russo-Asiatic | R. 250. |
| Cathay, ordy | 3.40 B. |
| Cathay, pref | 6 |
| **Marine Insurances** | |
| Canton | $400 B. |
| North China | 155 B. |
| Union of Canton | $945. |
| Yangtsze | $250 B. |
| **Fire Insurances** | |
| China Fire | $154 B. |
| Hongkong Fire | $385 B. |
| **Shipping** | |
| Indo-China Pref | Tls. 122½ B. |
| Indo-China Def | |
| "Shell" | 1088. |
| Shanghai Tug | Tls. 18 B. |
| Shanghai Tug | Tls. 50. |
| Kochien | Tls. 22 B |
| **Mining** | |
| Kaiping | Tls. 10 B. |
| Oriental Cons | 39s. 6d. |
| Philippine | Tls. 1.05 |
| Raub | Tls. 2¾ B. |
| **Docks** | |
| Hongkong Dock | Tls. 132 B. |
| Shanghai Dock | $88 S. |
| New Eng. Works | Tls. 11½ B. |
| **Wharves** | |
| Shanghai Wharf | Tls. 85. |
| Hongkong Wharf | $84 B. |
| **Lands and Hotels** | |
| Anglo-French Land | Tls. 94 x.d. B |
| China Land | Tls. 50 N. |
| Shanghai Land | Tls. 92½ B. |
| Weihaiwei Land | Tls. 3. |
| Central Stores | $8½ B. |
| China Realty (ord.) | Tls. 80 B. |
| China Realty (pref.) | Tls. 52 B. |
| **Cotton Mills** | |
| E-wo | Tls. 150 |
| E-wo Pref | Tls. 107 B |
| International | Tls. 77½ B. |
| International Pref | Tls. 75 B. |
| Laou-kung-mow | Tls. 65 B. |
| Oriental | Tls. 41 |
| Shanghai Cotton | Tls. 92½ B. |
| Kung Yik | Tls. 14½ B. |
| Yangtszepoo | Tls. 5.05 |
| Yangtszepoo Pref | Tls. 101 B. |
| **Industrials** | |
| Anglo-German Br'y | $95 N. |
| Butler Tile | Tls. 23 N. |
| China Flour Mill | Tls. 6 S. |
| China Sugar | Tls. 111 S. |
| Green Island | Tls. 10.20 B. |
| Langkats | Tls. 25½ B. |
| Major Bros | Tls. 5. |
| Shanghai Sumatra | Tls. 160 B. |
| **Stores** | |
| Hall and Holtz | Tls. 16 B. |
| Llewellyn | $60. |
| Lane, Crawford | $98. |
| Moutrie | $35. |
| Watson | Tls. 7 B. |
| Weeks | Tls. 17 B. |
| **Rubbers (Local)** | |
| Alma | Tls. 15½ S. |
| Amherst | Tls. 1.10 B. |
| Anglo-Java | Tls. 13 B. |
| Anglo-Dutch | Tls. 6.90 S. |
| Ayer Tawah | Tls. 40 B. |
| Batu Anam 1913 | Tls. 1.02½. |
| Bukit Toh Alang | Tls. 5½ B. |
| Bute | Tls. 1.90 B. |
| Chemor United | Tls. 2 B. |
| Chempedak | Tls. 17 |
| Cheng | Tls. 4 |
| Consolidated | Tls. 4.05 B. |
| Dominion | Tls. 16 B. |
| Gula Kalumpong | Tls. 9¾ B. |
| Java Consolidated | Tls. 22½ |
| Kamunting | Tls. 8½ B. |
| Kapala | Tls. 1.10 B. |
| Kapayang | Tls. 30 B. |
| Karan | Tls. 15½ |
| Kota Bahroes | Tls. 13 ½ B. |
| Kroewoek Java | Tls. 22 B. |
| Padang | Tls. 17 |
| Pengkalan Durian | Tls. 12 |
| Permata | Tls. 5¾ |
| Repah | Tls. 1.62½ B. |
| Samagagas | Tls. 1¼ B. |
| Seekee | Tls. 10 B. |
| Semambu | Tls. 1.90 B. |
| Senawang | Tls. 19 |
| Shanghai Klebang | Tls. 1.20 B. |
| Shanghai Malay | Tls. 8 B. |
| S'hai Malay-Pref | Tls. 12 B. |
| Shanghai Pahang | Tls. 1.80 B. |
| Sungala | Tls. 1.60 |
| Sungei Duri | Tls. 13 B. |
| Sua Manggis | Tls. 6¾ B. |
| S'hai Kelantan | Tls. 1.05 B. |
| Shanghai Seremban | Tls. 1.20 B. |
| Taiping | Tls. 3 |
| Tanah Merah | Tls. 1.30 S. |
| Tebong | Tls. 27 B. |
| Ulobri | Tls. 2¼ |
| Ziangbe | Tls. 7¾ B. |
| **Miscellaneous** | |
| C. I. and E. Lumber | Tls. 110 B. |
| Culty Dairy | Tls. 10 Sa. |
| S'hai Elec. and Asb | $2 N. |
| Shanghai Trams | Tls. 89 |
| Shanghai Gas | Tls. 24 B. |
| Horse Bazaar | Tls. 30. |
| Shanghai Mercury | Tls. 39. |
| S'hai Telephone | Tls. 90 S. |
| S'hai Waterworks | Tls. 265. |

S., Sellers. Sa., Sales. B., Buyers.

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Telephone No. 398.

## LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for September 29 was 100 tons."

# INTERESTED IN MINING IN PHILIPPINE ISLANDS

## Agents of Japanese Company Are at Work Examining Manganese Deposits

## A BIG CONCERN GETS BUSY

## Mining Men From Benguet District Tell of Activities Of Nippon Corporation

Manila, September 14.—That a large Japanese corporation, capitalized for some millions of dollars, and backed by the Japanese Government, is sending men to the Philippines to investigate mining lands, and to make purchases if good investments can be found, is the story brought to Manila by mining men from the Benguet district. It is said that agents of the Japanese Company have already examined the manganese deposits in Ilocos Norte, and have sent reports to their employers. What the reports contain, it is impossible to learn.

The same agents have visited the mines in the Benguet district, looking over the property of the Benguet Consolidated and the Agupan Mining Company, according to the Times informant. These investigations have been carried on intermittently for the past three months, it is said, and during that time the Japanese have also studied the living conditions of the people, the labor market, and the feasibility of taking over interests in mining lands in the vicinity of Baguio.

One mining man, when discussing the operations of the Japanese here, stated that they will probably not touch the gold deposits, as they are poor workmen in this particular line. For some time it was thought that the Japanese—influenced by the high prices obtained for copper in the markets of the world—were casting longing eyes at the mines on the Islands, but it was learned this morning that no action has been taken in this line.

No definite offers of purchases have been made as yet, according to reliable authority, and the investigation of the gold and manganese districts may lead to nought. The operations are a least "up in the air," and local mining men are at a loss about the outcome of the investigation. It is understood that the Japanese company is now sending a force of men to cover the ground more thoroughly.

In speaking about gold mining in the Benguet district, the Times informant stated that at last the work is on a sound footing, and that prospects are bright for the success of the companies working the land. The mines, he stated, require constant work and devotion to duty. When the ore is taken from the ground it requires careful treatment, but it is said that results are being obtained.

Since the Benguet Consolidated has recommended operations, much more confidence in the success of mining in the vicinity is evinced. The Agupan Mining Company, too, is rapidly bringing its operations to a paying basis. There has recently been a re-organization in the company, with a view to more extensive development of mining prospects. A mill, probably similar to the hydro-electric power plant of the Consolidated Company, will soon be installed.

Speaking of the condition of the roads to Beguio, a local mining man, who recently had occasion to motor over them, stated that the Benguet road is at the present time in better condition than the Naguilian trail. He said that for a time the Benguet was blocked by washouts, but that now all the soft washable land has been swept down by storms, and that the bare rock is visible. It is his belief that there will be no further trouble from washouts along the road, with the exception of the crossings of small rivers, in the lowlands. The road, according to his belief, is now in better condition than it ever was.

The Naguilian road, he said, is the one that is failing to stand up under the test. Thus there have been no heavy storms, but the road, nevertheless is washed out in several places, and is impassable. He states that vehicles, especially automobiles, have encounted difficulty in getting through on this road for the past three months.


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WEST LAKE, HANGCHOW
杭州西湖新新旅館
NOTICE

The Proprietor of The New Hotel begs to inform the Public that his establishment at Hangchow is the best of its kind there. It is beautifully situated in a very cool situation from whence guests can enjoy nice views. The house is large with bedrooms facing the south; the table and wines are first-rate. The kitchen is under the supervision of an excellent cook, with many years' experience in foreign hotels in Shanghai. Travellers to Hangchow during summer months particularly will find in the abovementioned Hotel all comforts.

PRICES VERY MODERATE

Give us a trial and you will be convinced.

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**The Shanghai Chemical Laboratory**
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Tel. Pri. office No. 4385


## Launch Services

**TODAY**

The tender conveying departing passengers and mails to the P. and O. s.s. Novara will leave the Customs jetty at 6.30 p.m.

The tender conveying departing passengers and mails to the N.Y.K. s.s. Kitano Maru will leave the Customs jetty at 2.30 p.m.

The tender Whangpoo conveying departing passengers and mails to the M.M. s.s. Cordilliere, will leave the Co.'s jetty at 10 a.m.

**TOMORROW**

The launch conveying departing passengers and mails to the N.K.K. s.s. Tafoo Maru will leave the Canton Road jetty at 11 o'clock p.m.

The tender conveying departing passengers and mails to the N.K.K. s.s. Kohoku Maru will leave the jetty in front of 5, the Bund at noon.

The tender conveying departing passengers and mails to the P. and O. s.s. Sardinia will leave the Customs jetty at 11.30 a.m.

## Siccawei Weather Report

29.—Rain in the Yangtze Valley, at Hankow and Ichang. High pressures with northerly breezes still prevailing almost everywhere.

The typhoon of N.E. Luzon has partially filled up and appears now as a moderate depression crossing the center of this island.

30.—Fine cool weather with dense mist or low fog at sunrise.

**Meteorological Readings**

Saturday, September 30, 1916.

| WEATHER. | 4 a.m. | 9 a.m. |
|---|---|---|
| Bar. at Centg., mm | 763.45 | 763.56 |
| " inches | 30.06 | 30.06 |
| Variation mm. for 24h | †2.47 | †0.94 |
| Variation mm. for 12 h | †1.21 | -0.12 |
| Wind Direction | NNE | NE |
| Wind KHom per hour | 12 | 13 |
| Wind Miles | 7.5 | 8.1 |
| Temperature Centy. | 14°4 | 21°9 |
| Temperature Fahr | 57.9 | 71.4 |
| Humidity: co | 93 | 61 |
| Nebulosity: 5-10 | 1 | 3 |
| Rainfall mm | – | – |
| Rainfall inches | – | – |


**LITTLE SIGNS OF BIG TROUBLE**

BACKACHE IS ONE AND IF ALLOWED TO GO ON WITHOUT ATTENTION IT MAY FURTHER DEVELOPE INTO FATAL KIDNEY DISEASE

"EVERY PICTURE TELLS A STORY"

*Do you know how to tell whether you have kidney trouble?*

Have you tried setting aside the water passed upon rising in the morning? If there is a heavy sediment from it after it has stood twenty-four hours, you will know your kidneys are not acting properly, and no time should be lost in beginning with Doan's Backache Kidney Pills. They cleanse and regulate the kidneys like ordinary medicines regulate the bowels. They are guaranteed to contain no poisonous ingredients or habit-forming drugs, but will quickly and permanently restore a regular action of the kidneys.

Dull, heavy pains in the back also point to kidney trouble, so do rheumatic twinges, dropsical swellings under the eyes or in the ankles, gravel, over-activity of the bladder, or distress in seeking relief. All these symptoms are serious, for kidney complaint is the most fatal of all diseases (except consumption).

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JUST ARRIVED
Portable Outboard-Motor, Fireless Cooking Stove and Bommer Brothers Spring Hinges.

∴ ∴ AMUSEMENTS ∴ ∴

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TONIGHT! Programme for TONIGHT!
October 1st.
First Appearance of
DOLLY BUNCH
"The daintiest singer of popular songs"
Specially engaged by Mr. Hertzberg at San Francisco
Special Pathe War Picture
"THE BATTLE OF THE SOMME"
Last Night
The most remarkable War Picture ever seen in Shanghai. Authorized by the French Ministry of War. Depicting thrilling incidents in first line trenches, infantry assaults, Germans surrendering, 75s opening curtain fire, etc., etc.
"THE COVETED HERITAGE"
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IN THREE PARTS.
Also the following interesting and comedy films
"LIZARDS"
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"THE JEALOUS HUSBAND"
"THE SCHOOL REBELLION"

**VICTORIA THEATRE**
NEW PROGRAMME
for
October 1st & 2nd
SHOWING
The 16th, 17th and 18th Episodes
OF THE
"MILLION DOLLAR MYSTERY"
AND
Other New Films

**OLYMPIC THEATRE**
TONIGHT
and
TOMORROW NIGHT
For Two Nights Only
The Great Magician
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With His Troupe of Assistants
Mr. Moh Wu-chi | Miss Elin
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Miss Hwei-chen
Special Programme
INCLUDING
New Interesting Films
POPULAR CINEMA PRICES

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**TOWA CINEMA THEATRE**
PROGRAMME
for
*Sunday and Matinee 1st October.*
*17th and 18th Episodes.*
"MILLION DOLLAR MYSTERY"
"SLIPPERY SLIM"
and
"IMPERSONATOR"
*Very Amusing Essany Comedy.*
"RECKLESS FLING."
*Highly Interesting Keystone*
Dress Circle Seats.....30 Cents
*NEW PROGRAMME for MONDAY.*
*19th, 20th and 21st Episodes*
"MILLION DOLLAR MYSTERY"
"WHIMSICALITIES"
*Very Laughable Cartoon Picture*

# GENERAL SHIPPING NEWS

## Future Sailings

### FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| Oct | 6 5.00 | Vancouver B.C. | Empress of Asia | Br. | C. P. O. S. |
| " | 7 2.00 | San Francisco | Tenyo maru | Jap. | A. T. Co. |
| " | 8 noon | Seattle Wash | Awa maru | Jap. | N. Y. K. |
| " | 10 P.M. | Tacoma etc | Ide maru | Jap. | A. T. Co. |
| " | 14 P.M. | San Francisco | Ecuador | Am. | P.M.S.S. Co. |
| " | 18 1.00 | Seattle, Wash. | Shidzuoka maru | Jap. | N. Y. K. |
| " | 19 .. | Seattle, Vancouver B.C. | Henrik Ibsen | Br. | Forbes & Co |
| " | 20 .. | New York via Panama | Tsuyama maru | Jap. | N. Y. K. |
| Nov | 1 P.M. | San Francisco | Venezuela | Am. | P.M.S.S. Co. |
| " | 4 5.00 | San Francisco | Shinyo maru | Jap. | A. T. Co. |
| " | 4 5.00 | Vancouver B.C. | Empress of Russia | Br. | C. P. O. S. |
| " | 18 P.M. | Vancouver | Monteagle | Br. | C.P.O.S. |

### FOR JAPAN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Oct | 1 11.30* | Kobe, Yokohama | Cordillere | Fr. | Cie M. M. |
| " | 2 D.L. | Moji, Kobe, Yokohama | Novara | Br. | P. & O. |
| " | 3 5.00* | Nagasaki, Moji, Kobe | Chikugo maru | Jap. | N. Y. K. |
| " | 5 4.30* | Moji, Kobe Osaka | Kasuga maru | Jap. | N. Y. K. |
| " | 6 5.00 | Karatsu | Poltava | Rus. | R. V. F. |
| " | 6 P.M. | Nagasaki, Kobe, Yokohama | Empress of Asia | Br. | C. P. O. S. |
| " | 7 2.00 | Nagasaki, Moji etc. | Tenyo maru | Jap. | A. T. Co. |
| " | 12 .. | Kobe, Yokohama | Kaga maru | Jap. | N. Y. K. |

### FOR EUROPE, INDIA, STRAITS, ETC.

| | | | | | |
|---|---|---|---|---|---|
| Oct | 1 4.00 | London via Hongkong etc | Kitano maru | Jap. | N. Y. K. |
| " | 2 11.30* | Marseilles, London via Suez | Sardinia | Br. | P. & O. |
| " | 4 D.L. | Liverpool via Cape | Alcinous | Br. | B. & S. |
| " | 5 .. | Australian ports via H'kong | Eastern | Br. | G. L. & Co. |
| " | 7 A.M. | Marseilles via Suez | Paul Lecat | Fr. | Cie M. M. |
| " | 9 D.L. | London via Cape | Demodocus | Br. | B. & S. |
| " | 15 noon | London via Hongkong etc. | Fushimi maru | Jap. | N. Y. K. |
| " | 16 A.M. | Marseilles, London via Suez | Novara | Br. | P. & O. |
| " | 25 D.L. | London via Cape | Neleus | Br. | B. & S. |
| " | 26 .. | London | Tokuyama maru | Jap. | N. Y. K. |
| " | 30 A.M. | Marseilles, London via Suez | Nore | Br. | P. & O. |
| Nov | 4 D.L. | Liverpool via Cape | Ajax | Br. | B. & S. |
| " | 8 D.L. | London via Cape | Pyrrhus | Br. | B. & S. |
| " | 15 D.L. | Liverpool via Cape | Oanfa | Br. | B. & S. |
| " | 15 P.M. | Genoa, London etc. | Glenogle | Br. | Glen Line |
| " | 22 D.L. | London via Cape | Ningchow | Br. | B. & S. |
| Dec | 15 P.M. | Genoa, London etc. | Glenlffer | Br. | Glen Line |

### FOR SOUTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Oct | 1 D.L. | Swatow, Hongkong | Yingchow | Br. | B. & S. |
| " | 1 D.L. | Wuhu, Swatow | Hoihow | Br. | B. & S. |
| " | 2 4.00 | Ningpo | Hsin Peking | Br. | B. & S. |
| " | 2 P.M. | Ningpo, Wenchow | Kwangchi | Chi. | C.M.S.N. Co. |
| " | 3 D.L. | Swatow, Hongkong, Canton | Kwongsang | Br. | J. M. & Co |
| " | 3 D.L. | Hongkong, Canton | Chenan | Br. | B. & S. |
| " | 3 A.M. | Foochow | Haean | Chi. | C.M.S.N. Co. |
| " | 5 5.00 | Hongkong | Nippon maru | Jap. | A. T. Co. |
| " | 5 D.L. | Amoy, Hongkong, Canton | Sinkiang | Br. | B. & S. |
| " | 8 D.L. | Swatow, Hongkong | Anhui | Br. | B. & S. |
| " | 11 P.M. | Hongkong | Venezuela | Am. | P.M.S.S. Co. |
| " | 19 3.00 | Hongkong | Kamakura maru | Jap. | N. Y. K. |
| Nov | 1 5.00 | Hongkong | China | Am | C. M. S. S. Co |

### FOR NORTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Oct | 1 noon | Chefoo, Tientsin | Esang | Br. | J.M. & Co. |
| " | 1 D.L. | Chinkiang | Tientsin | Br. | B. & S. |
| " | 2 1.00 | Tientsin, Dalny | Konoku maru | Jap. | N.K.K. |
| " | 3 D.L. | Newchwang | Wenchow | Br. | B. & S. |
| " | 3 5.00 | Weihaiwei, Chefoo, Tientsin | Shengking | Br. | B. & S. |
| " | 3 A.M. | Chefoo, Tientsin | Hsinchang | Chi. | C.M.S.N. Co. |
| " | 3 A.M. | Newchwang | Toonan | Chi. | C. M. S. N. Co |
| " | 3 D.L. | Haichow, Yochow | Kasuing | Br. | B. & S. |
| " | 5 D.L. | Haichow, Yochow | Paoting | Br. | B. & S. |
| " | 6 D.L. | Chefoo, Newchwang | Wosang | Br. | J.M. & Co. |
| " | 6 5.00 | Vladivostock | Poltava | Rus. | R.V.F. |
| " | 7 10.00* | Weihaiwei, Chefoo, Tientsin | Shuntien | Br. | B. & S. |

### FOR RIVER PORTS

| | | | | | |
|---|---|---|---|---|---|
| Oct | 1 | M.N. Hankow etc. | Kiangyung | Chi. | C.M.S.N.Co. |
| " | 2 | M.M. do | Kutwo | Br. | J. M. & Co. |
| " | 2 | M.N. do | Kiangyu | Chi. | C.M.S.N.Co. |
| " | 2 | M.N. do | Tafoo maru | Jap. | N.K.K. |
| " | 3 | M.N. do | Nanyang maru | Jap. | N.K.K. |
| " | 3 | M.N. do | Luenyi | Br. | B. & S. |
| " | 3 | M.N. do | Talee maru | Jap. | N.K.K. |
| " | 3 | M.N. do | Tuckwo | Br. | J. M. & Co. |
| " | 4 | M.N. do | Poyang | Br. | B. & S. |
| " | 5 | M.N. do | Fengyang maru | Jap. | N.K.K. |
| " | 6 | M.N. do | Yohyang maru | Jap. | N.K.K. |
| " | 6 | M.N. do | Tungting | Bri. | B. & S. |
| " | 7 | M.N. do | Nganking | Br. | B. & S. |
| " | 7 | M.N. do | Tachi maru | Jap. | N. K. K. |

*A.M. M.N.—Midnight. D.L.—Daylight.

## Arrivals

| Date | From | Ship's Name | Tons | Flag | Agents | Berth |
|---|---|---|---|---|---|---|
| Sept 30 | Ningpo | Kiangteen | 2012 | Chi. | C.M.S.N. Co | KLYW |
| Sept 30 | Wenchow | Kwangchi | 1206 | Chi. | C.M.S.N. Co. | KLYW |
| Sept 30 | Hongkong | Cordillere | | Fr. | Cie M. M. | |
| Sept 30 | Japan | Sardinia | 4148 | Br. | P. & O. | |
| Sept 30 | Japan | Toyora maru | 1482 | Jap. | M. B. Co. | |
| Sept 30 | Hankow | Kutwo | 1924 | Br. | J. M. & Co. | SHW |
| Sept 30 | Hankow | Kiangyu | 1490 | Chi. | C.M.S.N.Co. | KLYW |
| Sept 30 | Hankow | Tafoo maru | 1756 | Jap. | N.K.K. | LPDW |
| Sept 30 | Swatow | Kwongsang | 1428 | Br. | J.M. & Co. | SHW |
| Sept 30 | Swatow | Hoihow | 896 | Br. | B. & S. | |
| Sept 30 | Japan | Chikugo maru | 1446 | Jap. | N. Y. K. | NYKW |
| Sept 30 | Hongkong | Novara | 4250 | Br. | P. & O. | |
| Sept 30 | Japan | Kitano maru | 4942 | Jap. | N. Y. K. | |
| Sept 30 | Chinwangtao | Kaga maru | 1808 | Jap. | K. M. A. | |

## Departures

| Date | For | Ship's Name | Tons | Flag | Agents |
|---|---|---|---|---|---|
| Sept 30 | Hankow etc. | Suiwo | 1931 | Br. | J. M. & Co. |
| " 30 | Hankow etc. | Tachang maru | 681 | Jap. | N.K.K. |
| " 30 | Hankow etc. | Changon | 1289 | Br. | Geddes & Co. |
| " 30 | Ningpo, Wenchow | Poochi | 631 | Chi. | C.M.S.N. Co. |
| " 30 | Hankow etc. | Wuchang | 1719 | Br. | B. & S. |
| " 30 | Chefoo, Tientsin | Fengtien | 1073 | Br. | B. & S. |
| " 30 | Japan | Omi maru | 2092 | Jap. | N. Y. K. |
| " 30 | Calcutta | Colombo maru | 2882 | Jap. | N. Y. K. |
| " 30 | Ningpo | Kiangteen | 2012 | Chi. | C.M.S.N.Co |

## Men-of-War In Port

| Section | Date | From | Name | Flag and Rating | Tons | Guns | Men | Commander |
|---|---|---|---|---|---|---|---|---|
| B H | April 8 | Cruise | Brooklyn** | Am cru. | 9215 | 30 | 562 | Day |
| B N B | Sept. 19 | Cruise | Quiros | Am g-b. | 350 | 4 | 54 | Loftin |
| P & O B I | Sept. 28 | Cruise | Samar | Am g-b. | | | | King |
| Yp. | Sept. 21 | Cruise | Villalobos | Am g-b. | 370 | 6 | 54 | Clarke |
| P & O B I | Sept. 16 | Cruise | Wilmington | Am g-b. | 1392 | 8 | 159 | Chadwick |

**Flagship, U.S. Asiatic Fleet.
Admiral A. G. Winterhalter, Commander-in-Chief.
The French gunboats D. de Lagree and Decides, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

## Vessels Loading

### For River Ports

HANKOW and PORTS.—The Str. Kiangyung, Capt. Wm. McIlwain, will leave on Sunday night. For Freight or Passage apply to C. M. S. M. S. N. Co.

HANKOW and PORTS.—The Co.'s Str. Tafoo Maru, Captain G. Tanida, will be despatched from the Pootung N.K.K. Wharf on Monday, October 2 at about 12 o'clock midnight. This steamer has extra spacious Staterooms (electric fans fitted). European food of the best cuisine is provided. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Str. Kiangyu will leave on Monday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Co.'s Str. Nanyang Maru, Captain Y. Ikeda, will be despatched from N. Y.K. Wharf on Tuesday, October 3 at about 12 o'clock midnight. This steamer has extra spacious Staterooms (electric fans fitted). European food of the best cuisine is provided. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

### For Southern Ports

WENCHOW via NINGPO.—The Str. Kwangchi, Capt. J. Smith, will leave on Monday night. For Freight or Passage apply to C. M. S. N. Co.

FOOCHOW.—The Str. Haean, Capt. F. H. Wallace, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

HONGKONG.—The s.s. Nippon Maru will leave on Thursday, October 5. The tender convey passengers and mails will leave the Customs jetty at 5 p.m. For passage apply to The American Trading Company.

### For Northern Ports

CHEFOO and TIENTSIN.—The Str. Hsinchang, Capt. Wm. Munro, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

NEWCHWANG.—The Str. Toonan, Capt. Taylor, will leave on Tuesday morning. For Freight or Passage apply to C. M. S. N. Co.

### For Japan

NAGASAKI, KOBE and YOKOHAMA.—The s.s. Tenyo Maru, Capt. H. S. Smith, will leave on Saturday, October 7. The tender conveying passengers and mails will leave the Customs jetty at 2 p.m. For freight or passage apply to The American Trading Company.

### For Foreign Ports

SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.—The s.s. Tenyo Maru, Capt. H. S. Smith, will leave on Saturday, October 7. Passengers booked to all points in America, and ports in Great Britain and Europe. The tender conveying passengers and mails will leave the Customs jetty at 2 p.m. For freight or passage apply to The American Trading Company.

### *Shipping Items*

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.
The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.
The C.N. s.s. Shengking left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.
The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.
The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.
The C.N. s.s. Poyang left Hankow for Shanghai on Friday.
The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.
The C.M. s.s. Haean left Foochow for Shanghai on Friday.
The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.
The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.
The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.
The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.
The C.N. s.s. Tungting will leave Hankow for Shanghai tomorrow.
The M.M. s.s. Cordillere will leave the South Manchuria Railway Co.'s Whangpoo Wharf today at 11.30 a.m. The tender Whangpoo with passengers and mails for Japan will leave the M.M. jetty at 10 a.m.
The C.M. s.s. Toonan left Newchwang for Chefoo and Shanghai on Thursday.
The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Friday.
The C.M. s.s. Hsinchang left Chefoo for Shanghai on Thursday.
The C.M. s.s. Kwanglee left Hongkong for Shanghai on Wednesday.
The I.-C. s.s. Kingsing will leave Chefoo for Shanghai via Weihaiwei today.
The C.N. s.s. Anhui will leave Hongkong for Shanghai today.
The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai tomorrow.

The positions of steamers of the Swedish East Asiatic Co., are as follows:—s.s. Sumatra from Scandinavia to East Asia, left Gothenburg Sept. 21; s.s. Ceylon from Scandinavia to East Asia, left Gothenburg Sept. 27; s.s. Japan from East Asia to Scandinavia, left Dainy Sept. 8; s.s. Nippon from East Asia to Scandinavia, left Honolulu August 6; s.s. Yeddo from East Asia to Scandinavia, left Greenock August 9; s.s. New Sweden from Scandinavia to East Asia, due at Yokohama on Oct. 9 and Shanghai on Oct. 20; s.s. Peking from Scandinavia to India, arrived Rangoon August 11.

### *Passengers Arrived*

Per M.M. s.s. Cordilliere from Marseilles:—Mr. and Mrs. Marie and child, Mr. Farland, Mrs. Pfeiffer, Mrs. and Miss Lavie and 2 children, Mr. Lepehard, Mr. Montanard, Mr. Millat. From Colombo:—Sister Cambille, Sister Eulalie, Mother Ernestine. From Singapore:—Mr. C. S. Foo. From Saigon:—Mr. Jouvelet, Mr. Bouell. From Haiphong:—Mr. J. A. Mertyris. From Hongkong:—Mr. and Mrs. E. R. Busle and child, Mr. S. P. Than, Mr. Fan Tat-num, Mr. D. L. W. Williams, Mr. and Mrs. J. P. Jefferson, Mr. R. Maisonneuve, Mrs. H. B. de Valles.

Per I.-C. s.s. Kwongsang from Swatow:—Mr. Grasso.

Per C.M. s.s. Kiangyu from Hankow:—Mr. and Mrs. Handeten.

Per P. and O. s.s. Novara from London:—Mrs. Barkus, Misses Barkus (2), Miss Stevens, Miss H. Hammond, Mr. J. Edwards, Mr. W. Milner, Mr. E. C. Andrew, Mr. C. W. Young, Miss Durham, Mr. Brownlow. From Bombay:—Mr. and Mrs. Batki, Mr. Ghulamjilam, Mr. Ghulamsamaam, Miss Blockley, Mr. and Mrs. Johnston, Mr. H. P. Shastri. From Colombo:—Mr. and Mrs. Greasy, Miss Patterson. From Penang:—Mr. Tseng Sin-sook, Mrs. Tseng Tsong-young, Mrs. Tseng Keng-young. From Singapore:—Mr. T. Yuem Sam, Mr. L. Chock Sam, Mr. Choon Chang, Mr. and Mrs. Edgar, Mr. Roell. From Hongkong:—Mr. H. H. Hiers, Mr. L. R. Stadtmiller, Mr. J. D. Donne, Mr. E. A. Dahlin, Capt. Valentini, Mr. R. C. Hurley.

Per N.Y.K. s.s. Chikugo Maru from Japan:—Mr. & Mrs. Conghlan and infant, Mr. Harry Christie, Mr. N. J. Hughes, Mrs. Nujenin, Miss Nujenin, Miss Strinbi, Mrs. S. L. Stodart and 3 children, Mr. Z. Nishizawa, Mr. T. Kong.

Per P. and O. s.s. Sardinia from Kobe:—Mrs. C. E. Miss and Master Linthilhac, Mr. and Mrs. C. D. Arnott and infant, Mr. and Mrs. H. Ross, Mr. and Mrs. Skinner Turner, Mrs. and Master Goodale, Mrs. W. E. and Master Leckie and infant, Mr., Mrs. and Miss Scotson, Mr. and Mrs. Stankevitch, Misses V. Ross and Phillips, Master Phillips, Count Jezierski, Dr. N. MacLeod, Messrs. Henry Campbell, E. C. Goodale and G. W. Phillips.

## Vessels In Harbor And At Woosung

| Arrived | From | Ship's Name | Tons | Flag | Agents | Berth |
|---|---|---|---|---|---|---|
| Nov 14 | Hankow | Albenga | 2769 | Ger. | Carlowitz | YWGW |
| Sept 22 | Japan | Alex T. Brown | 644 | Am. | J. M. & Co. | USB |
| Aug 24 | Hankow | Albiana | 2240 | Br. | K.M.A. | YTPD |
| Aug 4 | Hongkong | Bohemia | 4282 | Aus. | Aus. Lloyd | BVIJ |
| Sept 25 | Chinwangtao | Burrumbeet | 1661 | Br. | K.M.A. | KMAW |
| Aug 5 | Hongkong | China | 8868 | Aus. | Aus. Lloyd | CMHW |
| Aug 8 | Hongkong | D. Rickmers | 2651 | Ger. | H. D. & Co | USA |
| Sept 29 | Tsingtao | Esang | 1127 | Br. | J. M. & Co. | SHW |
| Dec 27 | Nanking | Fortuna | 182 | Ger. | H. D. & Co | 10 p |
| Sept 28 | Hongkong | Glaucus | 3591 | Br. | B. & S. | APCUW |
| Sept 25 | Tacoma | Harold Dollar | 2878 | Br. | R. Dollar Co. | B XI |
| Sept 28 | Japan | Heiwa maru | 1498 | Jap. | K. M. A. | CERCW |
| May 23 | Hankow | Kinling | 2511 | Br. | B. & S. | CNWP |
| Sept 21 | Hankow | Kuling | 304 | Chi. | C.M.S.N. Co. | KLYB |
| Sept 26 | Chinwangtao | Kwangping | 1944 | Br. | K.M.A. | KMAW |
| Sept 28 | Japan | Kanju maru | 933 | Jap. | Suzuki | OWSB |
| Sept 28 | Hongkong | Kiukiang | 1228 | Br. | B. & S. | WTW |
| Sept 29 | Hankow | Kiangyung | 1451 | Chi. | C.M.S.N.Co. | KLYW |
| July 16 | Hankow | Meidah | 1682 | Ger. | Melchers | NGLB1 |
| July 30 | Hankow | Mellee | 1682 | Ger. | Melchers | NGLB1 |
| Sept 28 | Hankow | Meisn | 461 | Am. | S. Oil Co. | SOCW |
| Sept 3 | Port Townsend | Nottingham | 1062 | Am. | M. B. K. | 10 p |
| Sept 2 | Hankow | Nganking | 1719 | Br. | B. & S. | CNW |
| Sept 27 | Cruise | Pacific | 727 | Dan. | G. N. T. Co | 8 p |
| July 30 | Tsingtao | Sikiang | 1840 | Ger. | H. A. L. | 9 p |
| July 30 | Hongkong | Silesia | 5446 | Aus. | Aus. Lloyd | B VIII |
| Sept 25 | Cruise | Store Nordiske | 598 | Dan. | G.-N. T. Co. | 8 p |
| Sept 28 | Hankow | St. Patrick | 289 | Br. | Dodwell | YPDW |
| Sept 9 | Hankow | Siangyang maru | 2225 | Jap. | N.K.K. | NYKW |
| Sept 27 | Japan | Takeno maru | 659 | Jap. | Satch Shokai | USB |
| Sept 29 | Ilo-ilo | Tientsin | 1227 | Br. | B. & S. | |
| Sept 29 | Hankow | Tatung | 1882 | Br. | B. & S. | CNOW |
| Sept 29 | Hongkong | Yingchow | 1216 | Br. | B. & S. | WTW |


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|---|---|
| EMPRESS OF ASIA....6 Oct. | EMPRESS OF ASIA..... 1 Dec. |
| EMPRESS OF RUSSIA..3 Nov. | EMPRESS OF RUSSIA ..29 Dec. |
| MONTEAGLE..... ....11 Nov. | 1917 |
| EMPRESS OF JAPAN..18 Nov. | EMPRESS OF JAPAN....13 Jan. |
| | MONTEAGLE .....17 Feb. |

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| S.S. "TENYO MARU" | 22,000 tons | Oct. | 7 |
| " "SHINYO MARU" | 22,000 tons | Nov. | 4 |
| " "SIBERIA MARU" | 18,000 tons | Dec. | 16 |
| " "TENYO MARU" | 22,000 tons | Dec. | 22 |

*From Nagasaki to San Francisco*

| | | | |
|---|---|---|---|
| S.S. "SIBERIA MARU" | 18,000 tons | Oct. | 1 |
| " "NIPPON MARU" | 11,000 tons | Oct. | 24 |
| " "KOREA MARU" | 18,000 tons | Nov. | 19 |
| " "PERSIA MARU" | 9,000 tons | Dec. | 9 |

*From Nagasaki to Manila*

| | | | |
|---|---|---|---|
| S.S. "SHINYO MARU" | 22,000 tons | Oct. | 14 |
| " "SIBERIA MARU" | 18,000 tons | Nov. | 26 |
| " "TENYO MARU" | 22,000 tons | Dec. | 3 |

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SPECIAL REDUCED RATES by the s.s. "Nippon Maru," and s.s. "Persia Maru" affording superior accommodation at reduced rates.

Round-trip tickets at reduced rates. Lay-over privileges allowed at all ports of call. Through rates include rail transportation between Nagasaki, Kobe and Yokohama, if desired.

RETURN PORTION of round trip Trans-Pacific passage of the Canadian Pacific Railway Co., from Vancouver to Shanghai will be honored by this Company to San Francisco, or vice versa.

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# RUSSIANS FOR PEACE, GERMANS ARE TOLD

## Vice President of Duma Said To Have Seen Berlin Official In Stockholm

By Karl H. von Wiegand
(*Staff Correspondent New York World*)

Berlin, August 24 (delayed).—That the vague wishes of certain influential circles in Russia for a separate peace with Germany have developed recently in the concrete form of attempting more or less to effect a sounding of German diplomatic circles appears to be confirmed in a despatch to the Frankfurter Zeitung from Stockholm.

According to this despatch, Erttopopoff, Vice President of the Duma, went to Stockholm to get into connection with the German Minister, Lucius, with a view to sounding the German Government on the terms or possibilities of a separate peace.

The matter is said to be exciting a portion of the Russian press. The Djen publishes a letter from President Rodzianko to a Duma member named Bublikoff, wherein he declares that upon reading in the Moscow paper, Echo Russe, that Erttopopoff had been to Stockholm to discuss with Lucius a separate peace, he had called an extraordinary meeting of members of the Duma, at which Erttopopoff had made a report that, together with Olsufieff, a member of the Imperial Council, he had met at the home of a mutual friend, a certain Count in Stockholm, a Herr W. from the German Legation.

In the presence of the host and some other persons, a peace discussion took place, the details of which could not be made public at this time.

Official circles here emphatically declare that Erttopopoff has in no way been in touch with a member of the German Legation.

# *Big Russian Losses In Ludova Fighting*

(Ostasiatische Lloyd War Service)

Official German report.—Headquarters, September 27.—The situation is unchanged. North of the Carpathians, no incidents of importance. The fresh combats in the Ludovo sector again ended in failure for the Russians, who suffered bloody losses.

Official Austrian report.—Vienna, September 26.—On the eastern front of Transylvania there were local encounters. South of Szekely-Udvarhely, a battalion of Croatian reserves, in a violent struggle, repulsed attacks of numerically superior detachments.

In the "three countries corner," south-east of Dorna Vatra, the Russian-Rumanian advances were defeated.

In the south-eastern corner of Galicia, the enemy continued their attacks with undiminished violence. All their efforts failed against the heroic resistance of the German troops fighting in the Ludova sector.

North-west of Perepelniki, numerous hostile attacks broke down again yesterday. Near Vatyn, east of Swiniuchy, a large Russian Farman battleplane was put to flight by our aviators.

## LOAN CONFERENCE

Tokio, September 30.—The Eastern News Agency reports:—The conference about the loan of £10,000,000, as required by the Chinese Government and proposed to the representatives of the consortium, will be held in London on October 10, when British, Russian, French and Japanese delegates will attend.

# Cannon W. H. Carnegie and His Bride, Who Was Mrs. Joseph Chamberlain

CANNON & MRS CARNEGIE © INT'L FILM SERVICE

Mrs. Mary Chamberlain, widow of the British Colonial Secretary, the late Joseph Chamberlain, was married to the Rev. William Hartley Carnegie, rector of St. Margaret's and Cannon of Westminster, at Westminster Abbey.

The bride is a daughter of the late William C. Endicott, Secretary of War in President Cleveland's cabinet. King George offered her an earldom after Mr. Chamberlain's death in 1914, but she refused it. Mr. Chamberlain had, upon several occasions, refused a title.

# Classified Advertisements

### APARTMENTS

TO LET, nice furnished room, Western district, for married couple or bachelor, with board. Terms moderate. Apply to Box 415, THE CHINA PRESS.
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TO LET, in a private family, on the Dixwell Road, a nicely-furnished flat of two rooms, with single room, board optional. Germans or neutrals preferred. Apply to Box 412, THE CHINA PRESS.
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TO LET, extra large, well-furnished room, with separate bathroom, $22 per month, immediate occupation. Apply 50 Range Road.
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TO LET, two well-furnished flats, piano, low rental. Only Britishers and neutrals. Apply No. 8 Ward Road.
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TO LET, very large room, small room, bathroom and verandah attached. 45 Bubbling Well Road.
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NO 65 Route Vallon, near French Park; containing three rooms on ground-floor, four bedrooms, three tiled bathrooms with porcelain tubs, lavatories and flush closets, hot water installation, tiled kitchen and pantry, four servants' rooms, garden, tennis, etc., from October 1st. Apply to China Realty Co. Ltd.
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### MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470, Shanghai.
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### TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

## At the Theaters

**The Apollo**

Miss Dolly Bunch stepped upon the stage at the Apollo Friday night, sang one song in a dainty and fetching fashion and immediately had won her way into the hearts of the theater goers of Shanghai. She was an assured success from the moment of her first appearance before an audience here. She arrived in Shanghai during the week from San Francisco where she was specially engaged by the Apollo management.

At her opening performance Miss Bunch sang three popular songs illustrated by handsome slides. They were "Somewhere a Voice is Calling Me," "Pretty Baby" and "My Wild Irish Rose." She will present these offerings for the last time tonight, with the additional favorites "When You're a Long, Long Way From Home" and "In Monterey."

"The Battle of the Somme," said by many to be the most wonderful war picture yet shown in Shanghai, will be shown for the last time tonight. It has been drawing large crowds nightly and is a big attraction in itself.

On the new program opening tomorrow night Miss Bunch will introduce several new popular songs. The fifth and sixth episodes of "The Red Circle," the new serial of heredity, romance and humanity will be shown. Another wonderful Pathe war picture, "Approaching the German Second Line Trenches," with 1,200 feet of exciting actual war pictures, is included on the new program. Several good comedy and feature films will be shown.

**The Lyceum**

Bogumil Sykora, styled "the Kubelik of the 'Cello," will be heard in two concerts during the week at the Lyceum. The concerts will be heard on Wednesday and Friday. Sykora will be assisted by Mrs. Powell at the piano.

Sykora arrives in Shanghai from a triumphant tour of the world. After completing his musical studies at the Kiev Musical Academy he was trained for concert work by Professor J. Klengel at the Royal Academy, Liepsig. The advance word received of his concerts is that they have been a success from the first.

The Lyceum management also announces the coming of the Howitt Phillips repertory company offering the latest London productions.

**The Victoria**

The sixteenth, seventeenth and eighteenth episodes of "The Million Dollar Mystery" will be shown at the Victoria tonight and tomorrow night. They are entitled "Drawn Into the Quicksand," "A Battle of Wits" and "Trapped by the Flames." The program includes feature and comedy films of merit.

The feature film drama of the new program, beginning Tuesday night, is "Wrongly Accused," a strong screen story in six acts.

**The Olympic**

Mr. Z. Shanze, the magician, and his five assistants opened last night for a run of three nights only at the Olympic. The program includes many interesting features and should please all. Several good films are also shown.

**Towa Cinema**

The Towa Cinema is showing the seventeenth and eighteenth episodes of "The Million Dollar Mystery" for the last time tonight. An Essanay comedy, "Slippery Slim and Impersonator," and a Keystone comedy, "Reckless Fling" also will be shown. There will be a change of program tomorrow night.

**Astor House**

The new Astor House ball room was opened last night with a dance following the closing concert of "The Scampa." Scores of Shanghai's discriminating dancers pronounced the new floor to be perfect, and with Papini's dance music ideal dancing was provided. The ball room was redecorated throughout following the installation of the special dancing floor. Dances will be given each Saturday evening by the management as well as special social affairs arranged through the week during the winter season.

**St. George's Gardens**

The garden open-air theater continues to attract many picture patrons. There is a complete change of program every Tuesday and Friday.

# WILSON A SUPERMAN; T. R., CAESAR OF OLD

## Theosophist Sees Coming Of New American Race with Souls Of Europe's Dead Soldiers

St. Louis, August 24.—"A race of 'supermen' is coming. They will be the product of the great American 'melting pot' and the plains of the Western United States and of Australia. Their religion will be the brotherhood of man. They will play 'hunches' on all great decisions and will use their wonderful brains for following their 'hunches' to the limit. They will have the transmigrated soul of the soldiers killed in the European war—the purest of souls, because they are those of men who unselfishly have given their lives for an idea."

This is the belief of Albert P. Warrington, President of the American section of the Theosophist Society, here to speak before the national convention of the Theosophists opening Thursday at the Planters Hotel.

"The new race will express spiritual attainments just as the Mediterranean races expressed beauty in all its forms and the Teutonic races expressed scientific attainment.

"President Wilson is an excellent example of the new race which even now is being born in the United States. But it will be much greater than even that represented by President Wilson."

Mr. Warrington also referred to Col. Theodore Roosevelt as the reincarnation of Caesar.

"Mr. Roosevelt is the same type of man in the present age as was Caesar during his time," he said. "He may be the Caesar of old. It is highly possible."

## ITALIAN RELIEF FUND

(Italian Red Cross and Fund in aid of the victims of the War)

| | Tls. | $ |
|---|---|---|
| C. Bedoni (Red Cross only) (14th) | 36.00 | |
| C. Bianchi (14th) | | 25 |
| T. Bonichi (14th) | | 10 |
| T. Casella (14th) | | 5 |
| A. Cerutti (14th) | | 10 |
| Dr. L. Cugno (13th and 14th) | | 20 |
| A. P. Denegri (14th) | | 25 |
| E. Denegri (14th) | | 100 |
| A. P. Ferrari (14th) | | 5 |
| G. Finocchiaro (13th and 14th) | | 20 |
| E. Gallo (14th and 15th) | | 10 |
| L. Levi (14th) | | 20 |
| G. D. Musso (14th) | | 50 |
| Madame Panfili (14th) | | 5 |
| A. Riggio (14th) | | 30 |
| T. G. Theodore (14th and 15th) | | 10 |
| A. Zanella (13th and 14th) | | 10 |
| | 36.00 | 355 |
| Previously acknowledged.. L. | 1,000 1,361.80 | 8,770 |
| | L.1,000 1,397.80 | 9,125 |

Handed over to Mr. M. Denegri local Agent for the Italian Red Cross Society Tls. 36 and $177.50.

Remitted through the Italian Consul General to the Fund in aid of the victims of the War, Rome, £19.13.10 @ Exch 3/1-3/16 and 71.60 $177.50.

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DISINFECTING FLUID
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½ gallon $ 1.00
1 gallon $ 1.80
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SHANGHAI.

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## TIME TABLE

(Published by order of the Administration)

0⁰⁰ — Midnight, 13³⁰ — 1³⁰ p.m.

September 1st, 1916, and until further notice

| Mail 101 B. s. | Mail 3. B. s. | Luxe 1. B. S. | Miles | Peking-Mukden Line | Luxe 2. B. S. | Mail 4. B. | Mail 102. B. s. |
|---|---|---|---|---|---|---|---|
| 2038 | 835 | 300 | 0 | dep. Peking arr. | 2230 | 1940 | 1020 |
| 2345 | 1112 | 635 | . . | arr. Tientsin-Central dep. | 1945 | 1700 | 720 |
| 2330 | 1117 | 640 | 84 | dep. Tientsin-Central arr. | 1930 | 1638 | 710 |
| 000 | 1135 | 650 | . . | arr. Tientsin-East dep. | 1920 | 1645 | 700 |
| 1910 | 520 | 2310 | 524 | arr. Mukden dep. | 200 | . . | 1040 |

| Local 5. | Mail 3. B. s. | | | Tientsin-Pukow Line | | Mail 4. B. s. | Local 6. |
|---|---|---|---|---|---|---|---|
| 715 | 1130 | — | 0 | dep. Tientsin-East arr. | — | 1705 | 1950 |
| 725 | 1140 | — | 2.71 | arr. Tientsin-Central dep. | — | 1655 | 1941 |
| 745 | 1200 | — | | dep. Tientsin-Central arr. | — | 1631 | 1911 |
| 1138 | 1500 | — | 78 | dep. Tsangchow dep. | — | 1332 | 1508 |
| 1457 | 1746 | — | 148 | dep. Techow dep. | — | 1048 | 1158 |
| 1801 | 2021 | — | — | arr. Tsinanfu dep. | — | 808 | 846 |
| 7. | : | — | 220 | : | — | : | 8. |
| 800 | 2031 | — | — | dep. Tsinanfu arr. | — | 756 | 1812 |
| 1039 | 2231 | — | 266 | dep. Taianfu dep. | — | 601 | 1542 |
| 1300 | 038 | — | 318 | arr. Yenchowfu dep. | — | 349 | 1311 |
| 1315 | 048 | — | | dep. Yenchowfu arr. | — | 339 | 1256 |
| 1556 | 316 | — | 377 | dep. Lincheng dep. | — | 120 | 1022 |
| 1814 | 450 | — | — | arr. Hsuchowfu dep. | — | 2336 | 810 |
| 9. | : | — | 420 | : | — | : | 10. |
| 630 | 457 | — | — | dep. Hsuchowfu arr. | — | 2329 | 2007 |
| 1156 | 833 | — | 523 | arr. Pengpu dep. | — | 1953 | 1442 |
| 1306 | 840 | — | | dep. Pengpu arr. | — | 1946 | 1432 |
| 1657 | 1152 | — | 600 | dep. Chuchow dep. | — | 1648 | 928 |
| 1948 | 1300 | — | 631 | arr. Pukow dep. | — | 1530 | 728 |

| Express 16 B. S. | Express 10. B. | | | Shanghai-Nanking Line | | Express 1. B. | Express 15. B. S. |
|---|---|---|---|---|---|---|---|
| . . | 1420 | . . | 0 | dep. Nanking-Ferry arr. | . . | 1410 | . . |
| 2300 | 1420 | . . | . . | dep. Nanking arr. | . . | 1415 | 650 |
| 700 | 2130 | . . | 193 | arr. Shanghai-North dep. | . . | 755 | 2300 |

| Yenchowfu-Tsiningchow Branch Line | | | | | Lincheng-Tsochuang Branch Line | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 910 | 1350 | 2130 | d. Yenchowfu a. | | 630 | 1110 | 1800 | d. Lincheng a. | 810 1410 2100 |
| 1032 | 1456 | 2232 | a. Tsiningchow d. | | 528 | 1128 | 1656 | a. Tsochuang d. | 702 1302 1952 |

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

**Conventional Signs.**

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.
THE TRAFFIC MANAGER.
Tientsin, September, 1916.

# SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

**Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down**

| STATIONS. | 1 Express R. | 3 Local | 5 Slow | 7 Coolie Goods | 9 Fast R | 11 Local | 13 N S G Local | 15 Night Express R.S. | 17 N S G Local |
|---|---|---|---|---|---|---|---|---|---|
| SHANGHAI NORTH ..dep. | 7.55 | | 8.20 | 9.00 | 12.50 | 15.20 | 8.40 | 22.00 | 17.15 |
| Nansiang.. .. .. | | | 8.56 | 9.42 | 13.21 | 15.55 | 9.15 | — | 17.50 |
| Kunshan .. .. | | | 9.55 | 11.04 | 14.07 | 16.51 | | — | |
| SOOCHOW arr. | 9.24 | | 10.02 | 12.08 | 14.50 | 17.38 | | 1.01 | |
| dep. | 9.41 | | 11.08 | 12.13 | 14.57 | 18.13 | | 1.08 | |
| WUSIH .. arr. | 10.24 | | 12.11 | 13.23 | 15.45 | 19.33 | | 2.08 | |
| dep. | 10.31 | | 12.21 | 13.49 | 15.52 | 19.41 | | 2.19 | |
| CHANGCHOW arr. | 11.13 | | 12.30 | 14.51 | 16.38 | 20.45 | | 3.09 | |
| dep. | 11.22 | 6.50 | 12.42 | 15.01 | 16.47 | | | 3.30 | |
| TANYANG .. arr. | 12.07 | 8.08 | 14.57 | 16.10 | 17.41 | | | — | |
| dep. | 12.09 | 8.08 | 14.59 | 16.14 | 17.43 | | | — | |
| CHINKIANG arr. | 12.43 | 8.53 | 15.49 | 17.08 | 18.22 | | | 4.58 | |
| dep. | 12.52 | 8.59 | 15.57 | 17.18 | 18.32 | | | 5.06 | |
| Nanking Ferry ..arr. | *14.10 | .. | .. | .. | .. | .. | .. | .. | |
| NANKING .. .. | 14.15 | 10.55 | 17.50 | 19.25 | 20.05 | | | 6.00 | .. |

| STATIONS. | 2 Local | 4 Slow | 6 Coolie Goods | 8 Fast R | 10 Express R | 12 Local | 14 N S G Local | 16 Night Express R.S. | 18 N S G Local |
|---|---|---|---|---|---|---|---|---|---|
| NANKING .. ..dep. | | 7.00 | 7.30 | 11.15 | *14.20 | 15.55 | | 22.00 | |
| Nanking Ferry ..dep. | | — | — | — | *14.30 | — | | — | |
| CHINKIANG.. arr. | | 8.57 | 9.45 | 13.30 | 15.51 | 18.05 | | 0.46 | |
| dep. | | 9.05 | 9.55 | 13.50 | 16.01 | 18.25 | | 1.00 | |
| TANYANG .. arr. | | 9.55 | 10.45 | 14.35 | 16.36 | 19.16 | | — | |
| dep. | | 9.57 | 10.55 | 13.49 | 16.38 | 19.19 | | — | |
| CHANGCHOW arr. | | 11.04 | 12.11 | 14.42 | 17.36 | 20.30 | | 2.53 | |
| dep. | 6.30 | 11.14 | 12.28 | 14.52 | 17.56 | | | 3.05 | |
| WUSIH .. arr. | 7.34 | 12.14 | 12.36 | 15.43 | 18.54 | | | 4.01 | |
| dep. | 7.51 | 12.33 | 13.46 | 15.53 | 18.58 | | | 4.11 | |
| SOOCHOW .. arr. | 8.40 | 13.35 | 14.55 | 16.47 | 19.51 | | | 5.04 | |
| dep. | 8.46 | 13.50 | 15.05 | 16.55 | 19.59 | | | 5.12 | |
| Kunshan .. .. .. | 9.54 | 14.57 | 16.14 | 17.41 | — | | | — | |
| Nansiang.. .. .. | 10.52 | 15.57 | 17.19 | 18.26 | — | | 9.40 | 6.23 | 18.00 |
| SHANGHAI NORTH..arr. | 11.26 | 16.30 | 17.55 | 18.55 | 21.30 | | 10.15 | 7.00 | 18.35 |

R. Restaurant Cars S. Sleeping Cars

*Connects at Tientsin with the Peking-Mukden and through Siberian Service.

**Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down**

| | 31 | 33 | 35 | 37 | 39 | 41 | 43 | 45 | 47 |
|---|---|---|---|---|---|---|---|---|---|
| WOOSUNG FORTS .....dep. | 7.00 | 8.20 | 10.45 | 13.10 | 14.40 | 16.10 | 18.10 | 19.40 | 21.20 |
| KIANGWAN ..... | 7.27 | 8.47 | 11.12 | 13.37 | 15.07 | 16.37 | 18.37 | 20.07 | 21.57 |
| SHANGHAI NORTH ..... arr. | 7.35 | 8.55 | 11.20 | 13.45 | 15.15 | 16.45 | 18.45 | 20.15 | 22.05 |

| | 32 | 34 | 36 | 38 | 40 | 42 | 44 | 46 | 48 |
|---|---|---|---|---|---|---|---|---|---|
| SHANGHAI NORTH ....dep. | 6.20 | 7.40 | 10.05 | 12.15 | 14.00 | 15.30 | 17.25 | 19.00 | 20.30 |
| KIANGWAN ..... | 6.31 | 7.51 | 10.16 | 12.26 | 14.11 | 15.41 | 17.36 | 19.11 | 20.41 |
| WOOSUNG FORTS .....arr. | 6.55 | 8.15 | 10 40 | 12.50 | 14 35 | 16.05 | 18.00 | 19.35 | 21.05 |

# SHANGHAI-HANGCHOW-NINGPO RAILWAY

ABRIDGED TIME TABLE IN FORCE FROM THE 1st NOVEMBER, 1915.

## MAIN LINE.

**SHANGHAI TO ZAH KOU. "DOWN" ZAH KOU TO SHANGHAI. "UP"**

| STATIONS | 2 Local Mixed a.m. | 4 Fast a.m. | 6 Slow a.m. | 8 Coolie Goods a.m. | 10 Ex-Press p.m. | 12 Local Mixed p.m. |
|---|---|---|---|---|---|---|
| Shanghai South .....dep. | | 8.00 | 8.55 | 10.15 | 3.30 | 4.20 |
| Sung Kiang.....arr. | | 8.52 | 10.01 | 11.24 | 4.13 | 5.46 |
| Sung Kiang.....dep. | | 8.55 | 10.06 | 11.40 | 4.15 | 5.56 |
| Ka Shai ..... | | 9.49 | 11.07 | 1.02 | 5.00 | 7.10 |
| Ka Shing .....arr. | | 10.11 | 11.35 | 1.33 | 5.19 | 7.40 |
| Ka Shing .....dep. | 7.30 | 10.19 | 11.45 | 1.46 | 5.29 | |
| Yeh Zah.....arr. | 8.24 | 10.56 | 12.27 | 2.37 | 5.56 | |
| Yeh Zah.....dep. | 8.40 | 10.58 | 12.31 | 2.52 | 5.58 | |
| Chang An ..... | 9.38 | 11.33 | 1.17 | 3.55 | 6.25 | |
| Hangchow .....arr. | 11.18 | 12.28 | 2.30 | 5.32 | 7.09 | |
| Hangchow .....dep. | 11.30 | 12.38 | 2.42 | 5.47 | 7.24 | |
| Zah Kou .....arr. | 11.55 | 12.57 | 3.05 | 6.20 | 7.40 | |

| STATIONS | 1 Local Mixed a.m. | 3 Fast a.m. | 5 Slow a.m. | 7 Coolie Goods a.m. | 9 Ex-press p.m. | 11 Local Mixed p.m. |
|---|---|---|---|---|---|---|
| Zah Kou .....dep. | | 7.20 | 8 20 | 9.25 | 2.20 | 3.50 |
| Hangchow .....arr. | | 7.44 | 8.45 | 9.58 | 2.35 | 4.18 |
| Hangchow .....dep. | | 7.55 | 8.55 | 10.13 | 2.50 | 4.25 |
| Chang An ..... | | 8.52 | 10.11 | 12.15 | 3.41 | 5.48 |
| Yeh Zah.....arr. | | 9.25 | 10.54 | 1.15 | 4.06 | 6.37 |
| Yeh Zah.....dep. | | 9.32 | 11.01 | 1.50 | 4.08 | 6.47 |
| Ka Shing .....arr. | | 10.09 | 11.43 | 2.45 | 4.35 | 7.38 |
| Ka Shing .....dep. | 7 40 | 10.12 | 11.55 | 3.01 | 4.41 | |
| Ka Shai ..... | 8.18 | 10.36 | 12.26 | 3.37 | 5.01 | |
| Sung Kiang.....arr. | 9.33 | 11.29 | 1.26 | 4.48 | 5.44 | |
| Sung Kiang.....dep. | 10.02 | 11.32 | 1.31 | 4.58 | 5.47 | |
| Shanghai South ... arr. | 11.22 | 12.25 | 2.38 | 6.0- | 6.30 | |

## KIANGSHOO BRANCH LINE

**KON ZEN CHIAO TO ZAH KOU ZAH KOU TO KON ZEN CHIAO**

| STATIONS | 14 a.m. | 16 a.m. | 18 a.m. | 20 p.m. | 22 p.m. | 24 p.m. |
|---|---|---|---|---|---|---|
| Kon Zen Chiao ... dep. | 7.40 | 10.10 | 11.50 | 1.50 | 3.15 | 6.35 |
| Kon Shang Mun ..arr. | 7.53 | 10.23 | 12.03 | 2.03 | 3.28 | 6.48 |
| Kon Shang Mun ..dep. | 8.04 | 10.30 | 12.05 | 2.05 | 3.30 | 6.50 |
| Hangchow .....arr. | 8.13 | 10.40 | 12.15 | 2.15 | 3.40 | 7.00 |
| Hangchow .....dep. | 8.21 | | | | 3.50 | |
| Zah Kou .....arr. | 8.46 | | | | 4.15 | |

| STATIONS | 13 a.m. | 15 a.m. | 17 p.m. | 19 p.m. | 21 p.m | 23 p.m. |
|---|---|---|---|---|---|---|
| Zah Kou .....dep. | 9.00 | | | | 5.10 | |
| Hangchow .....arr. | 9.19 | | | | 5.3- | |
| Hangchow .....dep. | 9.24 | 10.55 | 12.35 | 2.40 | 5.4- | 7.1 |
| Kon Shang Mun ..arr. | 9.34 | 11.05 | 12.45 | 2.48 | 5.5- | 7.2- |
| Kon Shang Mun ..dep. | 9 37 | 11.12 | 12.47 | 2.50 | 5.5- | 7.28 |
| Kon Zen Chiao ... arr. | 9.50 | 11.25 | 1.00 | 3.03 | 6.0- | 7.41 |

*Light Type A.M. Dark Type P.M.*

# Business and Official Notices

## NEW FRENCH WAR LOAN

5% "de la Defense Nationale" 1916.

PRICE OF ISSUE 88.75%

The list of applications will be opened in Paris from October 5th until October 29th and those intending to subscribe are invited to apply without delay.

The amount of the Loan is unlimited and the French Government binds itself not to redeem same before 1930.

The Loan will bear interest at 5 per cent per annum, beginning from November 16th, 1916, payable QUARTERLY.

Interest coupons will be exempted from any present or future Government taxes during the period of the Loan.

For full payment on application, the price of issue will be:

87.50% and

Payments by instalments will also be accepted as follows:

15.00% on application
23.75% on 16th December
25.00% on 16th February
25.00% on 16th April

88.75%

Holders of "Bons et Obligations de la Defense Nationale" will have the option of converting same into Bons of the New Loan on terms that will be supplied on application.

Subscriptions are now received at the

BANQUE INDUSTRIELLE DE CHINE—SHANGHAI, PEKING and TIENTSIN

and will be telegraphed to Paris free of charge or commission, at especially favorable exchange rates and every facility will be granted to subscribers.

11066

## HOLY RINITY CATHEDRAL

The War and the Mercantile Marine

TODAY, at 11 a.m., there will be special thanksgivings for the devoted service of the Mercantile Marine during the War with a commemoration of those whose lives have been sacrificed.

At the 8 a.m. Celebration today thanksgivings for the blessings of the harvest will be offered.

A. J. WALKER,
Dean.

11172

## LUEN SING & CO.,

P 61-62 Nanking Road

Dealers in

**Jewels, Jade Stones, Pearls and Diamonds.**

GOLD AND SILVER

Watchmaking and Engraving.

11173

# FRESH BUTTER

## "Daisy" Brand

The finest quality procurable. Always fresh, always pure and always gives satisfaction.

## "Meadow" Brand

The next best. Meadow Brand is second only to Daisy and is excellent quality.

To be obtained of all Retailers

Imported by

**Geddes & Co., Ltd.**

Tel. No. 346. 5 Peking Road.

## BILL SMITH

*Bill Smith ate a cricket, 'twas really quite sad;*

*It was hid in some lettuce and we all felt real bad.*

*But Bill took a long pull of "Upper Crust" Rye.*

*And said: "E'en though fatal, 'tis a nice way to die."*

"UPPER CRUST" IS THE BEST AMERICAN RYE WHISKEY

Ask Bill

Garner, Quelch & Co.

Wine Merchants

## The Shanghai Pahang Rubber Estate, Limited

NOTICE is hereby given that the Third Annual General Meeting will be held at the offices of the General Managers and Secretaries, No. 4 Yuen Ming Yuen Road, Shanghai, on Monday, the 2nd October, 1916, at 4.30 p.m. when the Directors' Report and Statement of Accounts for the year ended 30th June, 1916, will be presented.

The Transfer Books of the Company will be closed from the 25th September to 2nd October, 1916, both days inclusive.

By Order of the Board of Directors,
MEYER & MEASOR.
Secretaries and General Managers.

Shanghai, September 18th, 1916.

11704

## GRAND MASKED BALL

at the

**Siccawei Hotel**

(6 Siccawei Road)

on

**Friday, 6th October**

at 10 p.m.

SIX MAGNIFICENT PRIZES FOR THE BEST 3 COSTUMES AND 3 DANCERS by Popular vote

Tickets of Admission:

**$5.00 each**

(including cold supper)

**Prof. Papini's String Band**

in attendance.

Tickets at Moutrie & Co., Ltd. and at Siccawei Hotel

11152

## The International Recreation Club

KIANGWAN RACES

30th Gymkhana Meeting

10th October, 1916.

Entries close at 6 p.m. on Tuesday, 3rd October, at the Club House, 126 Bubbling Well Road.

SPECIAL ENTRY

Entries for the Kiangwan St. Leger and the Kiangwan Challenge Plate to be run on 18th and 25th November, 1916, respectively, will be closed on Saturday, 7th October, at the Club House.

By order,
Y. J. CHANG,
Secretary.

11118

## Zung Lee & Sons

(W. Z. Zee & Sons)

HARDWARE, METALS AND SUNDRIES

Largest stock of highest quality goods at cheapest prices, as proved by public tender

**Broadway, Shanghai.**

## KNAPP & BAXTER, INC.

IMPORTERS OF

**AMERICAN PRODUCTS**

6 Kiukiang Road, Shanghai, China

Phone: No. 1860 Chinese Dept. No. 1625

## FALL CLOTHES

**New American Styles and American Patterns**

**Business and Evening Clothes**

THOM SHING

G19 Tiendong Road, Hongkew

## THE INTERIOR OF YOUR HOME

is where Architectural Beauty and Harmony make their strongest and most intimate appeal.

Therein you indulge the Sentiment of House Furnishing.

See **V. K. SHEN AND SON**

SALES OFFICE: 109 Hankow Road Tel. No. 1710

Furniture Manufacturers and Decorative Contractors

One of the leading houses. Founded early in 1894

*Telephone for our well-trained experts.*

## ALL MAKES

OF TYPEWRITERS & OFFICE SUPPLIES

SEE OUR STOCK — SEND FOR PRICE LIST

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI

## The Season's Opportunity!!!

Seasonable Outfitting Goods at Pre-War Prices.

**HILL'S BAZAAR**

Will open for 12 days only on

**Monday, the 2nd October** at

**No. 31 Nanking Road**

Opposite Weeks and Co.
Next to Brewer and Co.

Object of the Bazaar: To retail out $50,000.00 of New Autumn and Winter Outfitting Goods and Household Linens at Wholesale Prices on the principle of:

**Small Profits—Quick Turnover.**

The goods have just arrived and include: Pure Irish Linen Sheeting, Linen Bedspreads, Linen Damask with serviettes to match, Eiderdown Quilts, Woollen Blankets, Bath and Face Towels, Curtains, Napery, Harris Tweeds, Indigo all Wool Serges, Pure Wool Handwoven Tweeds, Homespuns, Donegals, Saddle Tweeds, Overcoatings, Cloakings, Ladies' Dress Fabrics, Made-up Furs, "Wolsey" underwear, "Jason" Hose and ½ Hose, Coat Sweaters, Sport Coats, Silk Hose and ½ Hose, Dainty Lingerie

and

**12 cases of seasonable goods for infants and children!**

Please don't confuse our Bazaar with the usual so-called "cheap sales." Hill's Bazaar makes you a genuine offer of NEW GOODS AT OLD PRICES!!!

Bazaar open from 8 a.m. to 7 p.m.

## Mesdames Pronay and Leifman

17 Nanking Road

Beg to announce that they have reopened their tailoring and millinery establishment for ladies.

On October 1, new evening and other dresses will be received from Paris.

A call is solicited.

11034 S. E. O. D.

## Sam Joe & Co.

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers.

"American" fresh fruit always in stock

Prices very moderate

Prompt attention given to all orders

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway

Telephone No. 1095.

SHANGHAI

Amusement Advertising will be found on Page 13

## INTERNATIONAL SAVINGS SOCIETY.

A French Public Savings Company.

HEAD OFFICE:
69-71 Rue du Consulat, Shanghai.

A FEW OF THE SPECIAL FEATURES.

1. Monthly Drawings which give 10% of the Bondholders an opportunity to draw amounts varying from $12 to $2.000.
2. The amounts paid to Bondholders as result of Monthly Drawings are NOT deducted from the nominal value of the Bonds.
3. Next Drawing takes place Monday, 16th October, when over 2100 bonds will participate.

**AUDIT.**

4. A Continuous Daily Audit of the accounts of the Society is conducted by Mr. S. A. Seth, Chartered Secretary and Public Accountant.
5. Statements and Accounts are open to inspection at any time on application to the Auditor.

## SHANGHAI RACE CLUB

Autumn Meeting, 1916

THE entries for the Autumn Race Meeting will close at the Grand Stand, at 5 p.m., on Saturday, 7th October, 1916.

Members leaving entries at the Grand Stand are requested to deposit them in the Box in the Secretary's Office labelled "Entries for the Shanghai Races."

By Order of the Stewards,
F. J. BURRETT,
Honorary Acting Secretary,
Shanghai Race Club.

11168

## LOST

THE undersigned beg to inform the public that a draft of exchange, dated the 11th day of the eighth month, by Tung Chi Bank, Swatow, on Messrs. Chu On, Shanghai. in favour of Messrs. Allen, Hanbury's, Ltd., under the character 同 No. 226, for $200, in Swatow currency, has been lost. The said draft has been rendered null and void.

Allen & Hanbury's, Ltd.
40 Canton Road, Shanghai.

## NOTICE

Our offices are removed to Nos. 79-83 Rue du Consulat, second floor.

SETH, SETH & CO.
**Percy Smith, Seth and Fleming.**
Accountants and Auditors.

## New French War Loan

THE

**BANQUE DE L'INDO-CHINE,**

receive subscriptions, at best rates of exchange obtainable, for the "New 5% French War Loan."

Details on application.

11078

## NOTICE

The undersigned beg to announce that they have established a branch office to carry on their American Import and Chinese Export Trade at 8A Peking Road.

Telephone No. 930

American Canned Goods a Specialty

(Head Office)

**OVERSEAS TRADING CO., OF CALIFORNIA**

268 Market St., San Francisco, Cal.

11082

Business and Official Notices are Continued on Page 13

# Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

## APARTMENTS

**WINDSOR HOUSE**

14-15, Quinsan Gardens

Flat to let, 2 rooms, with bathroom and boxroom, also front room.

Telephone 3482 9426

**8 & 11 Quinsan Gardens**

No. 11 facing Park. Sitting room and bedroom with bathroom attached Suitable for small family. All home comforts.

**YOUNG ALLEN TERRACE**

**No. 1**

**Opposite Quinsan Gardens**

NICE, comfortably furnished rooms, bathrooms attached, with and without verandah. Board optional. Also extra large room, suitable for two. Accommodation for table boarders.

11039

TO LET, board optional, nicely-furnished, large room, facing Park; verandah and bathroom attached. English. 31 Boone Road.

11166 O 1

WELL Furnished Front room, with small room, Bathroom, Balcony attached. Suitable married couple or bachelors. Also small room. Moderate terms. 12a Quinsan Gardens.

TO LET, central and near Bund, two well-furnished, single attic rooms, excellent board and attendance. 'Phone and elevator. Terms $70 monthly. Apply to Box 392, THE CHINA PRESS.

11115

WESTERN DISTRICT, to let 61 Carter Road, superior furnished suite of large sitting-room, bedroom and bathroom attached; also one smaller room. Excellent table, garden, tennis, telephone, tram-station. Terms very moderate.

11097

TO LET, from 1st October, furnished flat or room, with bathroom attached, with or without board. Moderate price. Apply 9 Boundary Lane, North Szechuen Road Extension.

11080

## DANCING

EXPERIENCED teacher of dancing will give lessons, either privately or in classes, at moderate terms, at class-room or where desired. Apply to Box 424, THE CHINA PRESS.

11169 O 8

PRIVATE lessons given in modern dancing. Classes may be arranged upon application. Up-to-date dancing. Apply to Box 422, THE CHINA PRESS.

11164 O 14

## SITUATIONS WANTED

WANTED, situation as Typist and General Office Assistant, by an experienced young lady. Knowledge of Filing. Accurate & willing worker. Please apply to Box 418, THE CHINA PRESS.

11161 O 3

POSITION WANTED by a well-educated young Chinese, having good knowledge of English, Chinese, type-writing, as clerk, translator, typist and any other office work. Salary moderate. Apply to Box 411, THE CHINA PRESS.

11148 O 1

POSITION WANTED by a Chinese as godown-keeper, store-keeper or timekeeper: many years' experience in Shanghai. Apply to Box 204, THE CHINA PRESS.

T. F.

## SITUATION VACANT

**WANTED, experienced salesman in Petroleum products. Reply to Box 426, THE CHINA PRESS.**

11170 O 3

WANTED, an English or American gentleman or lady, for editing and compiling work. Applicant must be college graduate, preferably in languages and education, having at least one year's experience in teaching English to Chinese students. Apply, within one week, to the English Editorial Department, Chung Hwa Book Co., Ltd., 192 Bubbling Well Road, Shanghai. State salary and give references.

11160 O 6

## APARTMENTS WANTED

WANTED, bedroom, bathroom attached, vicinity Astor House or Shanghai Club. State terms to Box 421, THE CHINA PRESS.

11163 O 3

## HOUSES WANTED

WANTED, by Neutral, house in Western, or flat in Central district, preferably furnished. State terms to Box 420, THE CHINA PRESS.

11163 O 3

## EDUCATIONAL

YOUNG LADY wishes to take lessons in German, three times a week. Applicants please state terms. Apply to Box 416, THE CHINA PRESS.

11157 O 3

ENGLISH LESSONS by certificated professional English lady teacher. Moderate terms. Apply to Box 402, THE CHINA PRESS.

11126 O 1

## Exchange and Mart

FOR SALE, one Mauser rifle, in perfect condition. Offers to Box 419, THE CHINA PRESS.

11162 O 3

SAILING-YACHT for sale. Comfortable, 25' boat, with half-house and bunk, solid teak hull, new sails, and in good condition throughout. Apply to Box 423, THE CHINA PRESS.

11165 O 1

FOR SALE, Hotchkiss motor-car, 6-cylinder, 7-seater limousine, in perfect condition. Newly-painted and unholstered. Equipment complete, including head, side and tail-lights, horn and speedometer. An excellent, closed family-car for the cold season. For particulars as to price and demonstration apply to the Central Garage Co., Ltd., 2a Jinkee Road.

11159 T. F.

WANTED. Reliable two-seater car or cycle-car. Apply to Box 413, THE CHINA PRESS.

11151 O 3

FOR SALE, one American washing-machine, water-power. Price $30. One clothes-wringer, $12. Apply to Box 425, THE CHINA PRESS.

11167 O 4

FOR SALE, slightly-used, No. 3 Oliver typewriter, in good condition. Rare old Chinese and foreign stamps. Terms moderate. Apply to Box 417, THE CHINA PRESS.

11158 O 5

FOR SALE; One or two English-made motor-cycles, mechanically perfect, brand-new and ready for the road. 3½ h.p. Suitable for single or side-car work: at bargain prices. Apply to Box 388, THE CHINA PRESS.

T. F.

Classified Advertisements are Continued on Page 15

# How Love Unlocks Genius

*The Charming Heroine of the Newest Studio Romance Describes the Womanly Art That Brings Lovers Fame and Fortune*

Mlle. Jeanne Marcelle, the Beautiful Parisienne, and Heroine of the Latest Studio Romance

GENIUS is nearly always born a prisoner, locked in behind bars of human flesh and human needs. Nearly always when Genius obtains its freedom, to strive and to soar and to brighten this humdrum world, it is a woman who turns the liberating key.

It was the beautiful and loyal young actress, Juliette Drouet, who unlocked the genius of Victor Hugo and held open the prison door until both were eighty years old. Cosima Wagner liberated the genius of the greatest composer in the history of opera—the list is a long one—and now here is another instance showing that the rule holds good to-day.

By Mlle. Jeanne Marcelle

WHEN I met Earl Carroll, two years ago, he was living in a cheap rooming house garret. His songs went begging. Funds exhausted, he was just about ready to give up his hopeless battering against the gates of the Great White Way. He had even pawned his watch to buy crackers and milk.

His income to-day equals that of bank presidents and Wall Street brokers. From coast to coast thousands of hearts have been made joyous by his output of melody. In California folks name cigars and babies after him.

How was this marvelous change accomplished? By inspiration—that rare tonic which has pulled so many embryo geniuses out of the slough of despond and lifted them to the verdant terrace of success.

Inspiration! The Alpha and Omega of Art! A sesame that is longed for, bargained for—aye, often sinned for!

And what goads a man on? What unlocks his mystic portals? Above everything else a beautiful girl.

Recall that while visiting in Naples, Rossini, the composer, madly wooed the entrancing dark-eyed daughter of a fruit peddler. Four months later his celebrated "Barber of Seville" carved an everlasting niche in the Hall of Fame.

History tells us that directly after Goethe's close relationship with his beautiful "woman of Weimar" came his greatest of all works, "Faust."

Daring the course of ardent love affairs with various Montmartre artists' models, Balzac dashed off some of his most thrilling stories.

Ever since my girlhood days at Biarritz, when I used to fold waxed paper boats and toss them onto the smooth waters of the Bay of Biscay, my ambition was to stir up big thoughts in others. Romping through my father's vineyards, I built myriads of air castles.

"Would that I might prove the inspiration for a young playwright's successful drama," I mused. "Or encourage some bread-and-sausage artist to paint a canvas that would win first mention at a notable salon."

But, alas! For many years this idea was smothered. I was sent to the Servant de Marie Convent. And, you know, convent girls are not allowed to wander about without chaperons, no matter if their interest in men be purely inspirational.

Month after month I saved a few twenty-franc pieces from my allowance. As this "nest egg" increased it was kept in a pink silk stocking hidden inside the mattress stuffing on my bed.

Then, on a windy March night in 1914, I packed my portmanteau, ran away from Paris and sailed to New York. Fortunately my parents forgave me and continued my allowance.

So here I was, a care-free and unsophisticated French girl—a stranger in a strange land. It was lonesome—terribly lonesome! Often I sobbed myself to sleep, wishing for the grape vines of Southern France.

But suddenly the tide turned and I grew as cheerful as a robin red-breast in Springtime. One evening in a little table d'hote cafe, I was introduced to Earl Carroll. Despite his wan cheeks and the frayed edges of his coat cuffs a thrill of delight swept over me. Cupid's darts flew thick and fast, and I realized that ours was a case of love at first sight.

He told me of his struggle and rebuffs. How he went to Washington and dared to serenade the Senate chamber with a Taft campaign song, and had his attempt frustrated by a gruff sergeant-at-arms. How he camped on the futile trail of managers, while his funds ebbed away, dollar by dollar.

Afterward we met quite often. For Sunday afternoon strolls through Central Park, dinners at Italian spaghetti haunts and boat rides to Coney Island. More and more I encouraged Earl. Whenever he tossed his song sheets aside in despair I picked them up, shook his shoulders and sent him off to make the rounds of Broadway again.

Often he would hum over the stanza of a tune and I would supply the chorus. My words, my feelings and my beauty all came to be expressed in the lyrics which he wrote.

Gradually it began to dawn upon Earl that I was his inspiration. This spurred him to try harder than ever. He sat up until the wee small hours arranging his music. He became a veritable volcano of energy and pluck.

All at once the dark clouds rolled away. He sold a dreamy waltz song, and made enough to wipe off the scowls of his creditors. Then he contributed the lyrics for Caruso's famous "Dreams of Long Ago," and gained a firm foothold on the song-writing ladder.

Six weeks later a certain manager paid him a thousand dollars spot cash for a single [illegible]

"That's so much money I'm afraid to trust myself with it," laughed Earl. So he started a bank account.

Now he is drawing royalties from three full-fledged musical comedies, one of which is the reigning [illegible]

derives a snug revenue from outside songs.

And soon we are to be married. Then will begin the woman's second great task—to keep genius, that has been awakened, alive.

On account of my success as a guiding star for Earl Carroll many folks have asked me how a woman can prove herself an inspiration to a man.

"What keys will unlock his genius?" they inquire.

That is a mighty broad question, since a different bunch of keys must be used with each lock—each group of males. Suppose they are considered as follows:

(1) Artistic.—This includes authors, poets, artists, sculptors and composers. Such men appreciate a foreign girl, preferably French, Spanish or Italian, because that type is known for her spirit to "give" as well as "take," and understands better than any other the ways of Bohemia. [illegible] to genius by co[illegible] association, and personal suggestions. Or [illegible] is a passionate caress that arouses the instinct. Again it may be the costume she wears. Or the manner in which she flashes her eyes.

(2) Commercial.—Usually the much maligned "flapper" spurs on a business man. This may seem somewhat odd, but it is true, nevertheless. This girl, despite her fly-by-night nature, can touch the deeper chords in her escort's heart with some crude, common-sense plea. And again the "flapper" is apt to unlock a man's genius out of sheer necessity. She demands jewelled bracelets, fur muffs and midnight joy rides. Such luxuries cost money. The man must not let his coffers become empty. Although not generally known, many prosperous men of affairs have crossed their bridges to success due to the inspiration of a nimble silk-tighted brunette of the chorus.

(3) Idle rich.—The type most capable of kindling the spark of genius in this class is the society girl with a leaning toward settlement work and charity bazaars. Her ideals are reflected upon the men with whom she associates during the social routine of evening dances, house parties, musicales and so forth. Who can tell? Over a plate of lobster salad in an elegant black and gold Fifth avenue luncheon rendezvous, some fair colleen of the Four Hundred may be haranguing her ochre-spatted fiance, and threatening to break off their engagement unless he invents a new kind of aeroplane and makes a name for himself. An inspiration for one of the idle rich must come from one of his own ilk. Other women, in his conception, are mere butterflies. Mere puppets, which will dance and smile whenever he loosens his purse strings.

(4) Travellers.—If you would arouse genius in a glib-tongued son of the "wanderlust," you must be willing to put up with many discomforts. Stuffy boat staterooms, mosquito-infested hotels and a constant tanned complexion. Women who do prove inspirations for genius in this category are seldom prize beauties. Nor are they extremely well educated, and consequently are able to unlock the traveller's portals of ambition by their descriptions of the habits, customs and oddities of other climes. They inspire travel books and zoological collections for libraries and museums. Thus they make the appeal through the mind—not the eye.

(5) Professional.—Associated with this class of men we find the home-loving woman. The sort who is pictured pouring coffee at the breakfast table, and who delights in raising a family of four or five children. Periods of thrilling affaction—known as trial engagements—are seldom indulged in. They marry and settle down as soon as circumstances permit. This woman's principal key is that of culinary art. Nothing proves so inspirational as a well-cooked dinner. A juicy, browned sirloin steak will put a lawyer in the mood to think out a plan of defense for a client on trial for his life. A dish of hashed brown sweet potatoes may put a surgeon in such a satisfied state of mind that he will create a new serum on the morrow.

There are many keys with which a woman can [illegible] of genius. She who possesses [illegible] asset to modern progress.

Her Five Types of Men—and the Woman for Each

Earl Carroll, Whose Genius, Freed by a Woman's Hand, Won Fame and Fortune

# The New Fall Furs

By Lady Duff-Gordon

A Brown Duvetyn Coat, with Horizontal Bandings of Sealskin. The High, Loose Collar Is a Distinct Note in the Favorite Wraps That Will Be Seen the First Cold Days

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

## By Lady Duff-Gordon ("Lucile")

WOMEN, having discovered how becoming were the large white collars worn in the Summer, are asking for the same effect in furs in the new season.

All women know that masses of white next the face lend her a more youthful appearance than do the same quantity of dark materials. In the commonly accepted phrase, "White next the skin clears it," which means that it makes the complexion seem fairer.

Experts in color will tell you, and truthfully, that pale colors, and particularly white, near the face "brightens it." The person of slowest perception can but perceive that a woman looks younger in white than in any other color. From all which you can deduce that a woman has good reason to buy furs with white collars.

In the earliest Fall plays the white finished furs have been seen. Over a street costume of dark green velvet a Broadway favorite wore a broad, short scarf cut in diagonal fashion. It was made of mink and finished with ermine. The tails of the five mink that contributed to the shoulder wrap for beauty, hung diagonally across her right arm in a saucy way. It was hugely becoming to her calmly beautiful, enchantingly serene face.

The white note is found in some of the smartest muffs used as facings and foundations.

The girlish looking utility coat shown in this page is a model of almost universal becomingness. Only to the very short, very stout woman is it less than becoming. It is built of duvetyn, in brown, though gray or blue or dark green would lend themselves well to its structure. The narrow bandings of seal-

A Loose, Long Coat of Sealskin, with a Broad Band of Lynx About the Skirt. The Rather Snug Belt Is One of This Season's Innovations

A Smart Scarf and Muff of Moleskin, with Collar of Ermine. The Large Crush Muff Is Faced with and Has an Inset of Ermine

A Typical Coat of Next Season Is of Yellow Diagonal Cloth. The Skirt Is Full and Plaited. The Wrap Is Subdued, and Enriched, by a Band and Collar and Cuffs of Black Fox

# New Things Every Woman Ought to Know

## Here's the Secret of a Perfect Dinner

EVERY connoisseur as well as every good cook knows that the success of any dish, whether simple or elaborate, depends to a larger extent than many housewives realize upon the way it is seasoned. To make food appetizing, healthful and in every way perfect the one who prepares it must be a master of the art of seasoning.

An erroneous idea prevails that everyday cookery requires no other flavoring than salt, pepper and—say ketchup and Worcestershire sauce. But it can easily be proved that there are a variety of inexpensive seasonings in addition to these which may with advantage be used. By the flavors they give the monotony of simple dishes can be considerably improved at an extremely small cost.

**Cloves Are One of the Most Widely Used Spices, Over 5,000 Tons of Them Being Used Every Year. They Are the Dry Flower Buds of an Evergreen Tree Which Flourishes in Parts of Asia, Africa and the West Indies. The Illustration Shows (A) the Penang Clove; (B) the Zanzibar Clove; (C) Branch of a Clove Tree; (D) The Ripe Fruit.**

It is impossible to give any precise directions for seasoning, for this is a matter of which experience alone will teach a cook. Tastes differ considerably, and what may be agreeable to one person may be objectionable or insipid to another. It is the cook's duty to study the tastes of those for whom she cooks, and the seasoning must meet the requirements of those who are to eat the food.

In all cases it is well to remember that seasonings, of whatever they may consist, should be used in small quantities only, as one can always add more if necessary, but one cannot remove any when too much has been used to begin with.

Not only palates, but also stomachs differ as to the amount of salt and spices which suit them. It is, therefore, always the wisest plan to use all seasonings, especially the hot ones, very moderately.

The results of seasonings, provided they are effected in moderation, are to increase the digestibility of food, and also to flavor food which would otherwise be tasteless, so that the dish is both palatable and more easily digested than it otherwise would be. By seasoning certain food materials we, to some extent, copy Nature, for fruits are made wholesome and agreeable to the taste by the association of acids with insipidness and by combining certain forms of starch with sugar. Nature has also given man an instinctive liking for salt, and for the flavor and piquancy of aromatic herbs and spices.

The most important articles for seasoning and flavoring are salt and pepper; cloves, cinnamon and the other spices; aromatic herbs, vinegar, vegetables, mustard, oil, fat, butter, etc.

Salt has always been the chief and most important of all seasonings. It is not merely a seasoning but in small quantity is a necessity of life. It removes the insipid flavor from vegetables; it acts as an appetizer and aids digestion.

Spices such as white and black pepper, red pepper, cloves, nutmeg, cinnamon, mace, etc., cannot be said to have any nutritive value, but they are of the greatest service in improving the taste of various food substances.

Aromatic spice is a mixture of various flavors, consisting of pepper, salt, cinnamon, mace, powdered bay leaf, thyme, marjoram, nutmeg and red pepper.

When onions, garlic or curry powder are used for flavoring, they should always be well blended with other flavors, so that their peculiar taste is modified.

## Economical Menus for the Week

**THE housewife who wants to keep out of a rut and avoid always having the same old things to eat will find the menus presented here to-day very helpful.**

**These menus are economical and they have been planned with a view to giving an appetizing variety of food and preserving a healthful balance of the different kinds of nourishment.**

| MONDAY | TUESDAY | WEDNESDAY |
|---|---|---|
| *Breakfast* | *Breakfast* | *Breakfast* |
| Strawberries | Blackberry Mush, with Cream | Grated Pineapple |
| Cereal with Milk | Creamed Dried Beef | Cereal with Milk |
| Green Pea Omelet | Fried Potatoes Scones | Shirred Eggs Hashed Potatoes |
| Crumpets Golden Syrup | Coffee | Muffins Coffee |
| Coffee | *Lunch* | *Lunch* |
| *Lunch* | Lamb and Cucumber Salad | Creamed Shrimps |
| Cereal au Gratin | Gingerbread Tea | Potato Balls |
| Potato Salad | *Dinner* | Fruit Compote Iced Cocoa |
| Ginger Cakes Grape Juice | Carrot Soup | *Dinner* |
| *Dinner* | Roast Beef Yorkshire Pudding | Lamb Chops Escalloped Corn |
| Baked Bluefish | Potato Croquettes | Creamed Sweet Potatoes |
| Cucumbers, French Dressing | String Beans | German Salad Cheese Drops |
| Mashed Potatoes | Lettuce, French Dressing | Strawberry Bavarian Cream |
| Buttered Bermuda Onions | Cheese Sticks | Coffee |
| Heavenly Hash | Fruit Pancakes Coffee | |
| Coffee | | |

| THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|---|---|---|---|
| *Breakfast* | *Breakfast* | *Breakfast* | *Breakfast* |
| Sliced Bananas | Cherries | Blueberries | Fruit |
| Cereal with Cream | Cereal with Milk | Cereal Cream | Cereal with Cream |
| Spanish Omelet | Scrambled Eggs | Liver and Bacon | Panned Tomatoes |
| Latticed Potatoes | with Chopped Tomatoes | Hashed Potatoes Bread | Baked Potatoes Rolls |
| *Lunch* | Berry Muffins Coffee | Coffee | Coffee |
| Boiled Tomatoes | *Lunch* | *Lunch* | *Dinner* |
| Cold Slaw, French Dressing | Rice Croquettes | Tomato Rarebit on Toast | Clam Broth |
| Bread and Butter | Currant Jelly | Olives Strawberry Shortcake | Chicken Croquettes Peas |
| Lemonade | Cucumber and Tomato Salad | Iced Tea | Buttered Rolls |
| *Dinner* | Gold Cake Fruit Juice | *Dinner* | Mayonnaise of Lettuce and |
| Clear Soup | *Dinner* | Corn Soup | Tomatoes |
| Small Tenderloins of Beef | Onion Soup | Beef Tongue Baked Potatoes | Tutti Fruitti Ice Cream |
| Molded Potatoes Corn Cakes | Savory Meat Casserole | Mashed Turnips | Macaroons |
| Romaine Salad | Lettuce, French Dressing | Lettuce, French Dressing | Coffee |
| Cheese Fingers | Chocolate Surprise | Cheese Crackers | *Supper* |
| Cup Custards Coffee | Coffee | Fruit Tapioca Coffee | Fried Soft Shell Crabs |
| | | | Milk Biscuit |
| | | | Dressed Cucumbers |
| | | | Fruit Cake Frozen Coffee |

## YOU MIGHT TRY---

### To Make Omelets Light.

ADD one scant teaspoonful of baking powder for every four eggs.

### For Your Eyeglasses.

WHEN the tiny screws in your eyeglasses need tightening, you will find that a small steel pen answers admirably as a screwdriver.

### To Improve Ripe Olives.

TO make ripe olives even more delicious than they usually are, soak them over night in olive oil to which has been added a small piece of a clove of garlic.

### An Ironing Hint.

TO iron over hooks and eyes and buttons, lay a turkish towel four double on the table, and lay the buttons, hooks and eyes face down, ironing on the wrong side.

### For a Mustard Paste.

IF you mix mustard paste with the white of an egg instead of hot water the result will be as good and it will not blister. Warm camphorated oil is better than either.

### For Soiled Marble.

POUND two parts of common washing soda, one part each of pumice stone and finely powdered chalk, sift them through cheesecloth, and make into a paste with water. Apply thickly, let it dry on, then wash well with soap and water, and rub it up with a soft cloth. Never use acids to marble, as they destroy the gloss.


## Is Your Baby Delicate?

Fed from birth on the 'Allenburys' Foods.

WHAT a marked difference there is between the fretful, puny, ailing infant, and the child whose face always bears the smile and look of perfect health and contentment. Mothers should early realize that much depends on How Baby is Fed. The right food given at the proper age means rest and comfort for the mother and a sound healthy constitution for her little one in after years. If, for any reason, Baby cannot be given the natural food, do not select a substitute merely because it is cheap in price. Adopt what experience has proved to be the Simplest and Most Successful Method of Infant Feeding, *i.e.*, The 'Allenburys' Foods. These Foods provide a Pure, Complete and Progressive Dietary specially adapted to each stage of a child's development. They are not expensive to buy when judged by the uniform good results which follow their use; this is the true standard of comparison. The 'Allenburys' Foods are used and recommended by members of the Medical and Nursing Professions throughout the world.

The Foods that contain all the essential elements to promote brain and body development.

**'Allenburys' Foods**

The 'Allenburys' Foods are made under special processes by machinery, and are entirely untouched by hand.

*Write for free book "Infant Feeding and Management," 64 pages of valuable information for every mother.*

**MILK FOOD No. 1.** From Birth to 3 months.

**MILK FOOD No. 2.** From 3 to 6 months.

**MALTED FOOD No. 3.** From 6 months upwards.

**RUSKS (Malted).** From 10 months.

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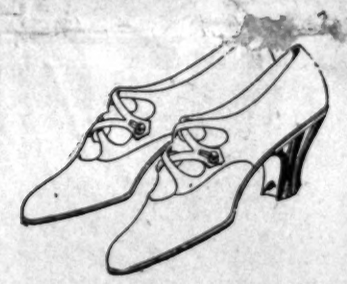
## FALL STYLES



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# AUTOMOBILE NEWS

SHANGHAI, SUNDAY OCTOBER 1, 1916


## GAS FEED SYSTEM WAS HARD PROBLEM

### Vacuum System Now Coming Into Universal Use For All Makes

Probably no element in the manufacture of automobiles has been more completely revolutionized during recent years than the gasoline feed system. How to get the gasoline from the tank through the pipes to the carburetor was one of the first and most serious problems to confront the manufacturer. The gravity methods, which consisted simply of placing the tank higher than the point to which the fluid must run to reach the carburetor, was generally, adapted, but its faults were many. The pressure pump system, with the inconvenient hand pump, was then taken up, but its expense rendered at almost impracticable for low-priced cars.

One of the many weak points in the gravity system was its inefficiency in hill climbing. In ascending a hill the carburetor would be higher than the lower part of the tank and if the supply of gasoline were low the flow of the liquid to the carburetor would stop completely. To overcome the difficulty several manufacturers took the tank from under the front seat and adopted the cowl tank, which necessitated a high, ungainly hood over the engine. This increased the height of the tank to such an extent that the flow of gasoline was positive under normal conditions of hill climbing, but trouble continued with breaks and clogs in the gasoline pipe, leaky connections and dirt. Furthermore, the demand for tanks in the rear of the cars was increasing, and, with the tank in the rear, the gravity feed method was thought impracticable on even a slight hill.

The manufacturers were then compelled to find some method of making gasoline flow positive from rear tanks. An exhaust pressure system was attempted, but technical difficulties forced its discontinuance and the pressure pump method was tried out. That system still remains in use on a few makes of high-priced automobiles, but its expensive installation kept it away from popular [illegible] degree.

The vacuum system is easily understood. Besides the main gasoline tank, there is a small tank mounted near the engine, which provides a steady gravity flow to the carburetor. The intake manifold is connected with the small tank by a small pipe and the suction of the motor creates a vacuum in the small tank. This suction causes the fluid to flow from the rear tank to the small gravity tank.

## *New Kind Of National Defense Border Roads*

### Has Sprung Out of Experience in European War With Motor Trucks and Passenger Cars-- Advocated for America

There is a new kind of national defense which in the strategy of the future bids fair to take an important place. It consists of a system of border highways over which men and munitions can be rapidly moved in motor trucks and passenger cars, and is a lesson from the war in Europe, where the motor vehicle first won its military spurs, so to say. Connected with the border highways, according to the plans, are main roads reaching important interior centers.

Such a system of strategic highways, north, east, south, and west, is now advocated for the United States. The idea, in a well-worked form, was first presented a short time ago by Henry B. Joy, President of the Lincoln Highway Association. The first border highway that should be built, in the opinion of the advocates of such a system, is one along the Mexican line. On this subject Alfred Reeves, General Manager of the National Automobile Chamber of Commerce, said last week:

"It seems almost a necessity that there should be a military road in Texas paralleling the border running from Brownsville in the south-east to El Paso in the north-west. This would be of great importance in a military way because it would permit the movement of troops with great rapidity, and without the same military investment as would be needed if a railroad was built. A double-track railroad for that border, or even a single track, would mean an almost prohibitive cost, while its use as a railroad in normal times would be little or nothing.

"Then the matter of the organizing and expense of running the road, the cost of equipment such as rails, ties, cars of all kinds and locomotives, would run into tremendous figures and might not even then be of as great military importance as a well-built border highway that would contribute to the prosperity of Texas, insure an easy movement of commodities along the border in times of peace, and in case of war make certain that troops on foot or in trucks and motor cars could be moved by the thousands with the least loss of time.

"The need for military roads on all borders of the United States is keenly appreciated, and this time the need for such a road on the Texas border is self-evident."

On the general subject of good roads and preparedness Colonel Samuel P. Colt said: "Underlying all other considerations is the one of national preparedness. The great drives that have been made in Europe by all of the armies were possible only because the highways were in perfect condition. This country would be in sad straits if merchandise and supplies for a field army had to be hauled over our dirt roads in the Spring or Fall when mud is hub deep."

## PROSPECTING IN AUTOS

### Tourists on Lincoln Highway Looking for New Openings in West

Automobile traffic on the Lincoln Highway across the states is growing increasingly heavy with the advance of the season, says a report from Fallon, Nev. Tourists in great numbers, in every make and style of motor car, are driving both east and west, and report the Lincoln Highway in both directions from Fallon in most excellent condition.

It is of extreme interest to a large number of Western communities that many of these tourists are not only making the drive for pleasure, but are on the lookout for various industrial and agricultural possibilities.

## AID TO MILITIAMEN

It has been annunced that no government relief plans for soldiers' families will affect the Studebaker policy of full pay for employes enlisted for service in Mexico until December 31, 1916.

## *What's In A Name? Fred Junk Wins Mountain Climb*

### *Auto Trial To Summit Of Pike's Peak Is One Test For Car*

Skidding around a hairpin turn, edged by a 2,000-foot drop into space, a low, gray car shot past Glen Cove Inn, half way up the side of Pike's Peak on the afternoon of August 11. A roar from the exhaust and the machine with a boyish looking driver at the wheel disappeared from view. "It's Junk!" shouted a small urchin at the turn. The crowd rushed up to view the anticipated accident. Their fears were relieved only when the small boy explained that he had merely announced the driver's name.

From the top of the peak a few minutes later came the telephone message that Fred H. Junk in a Chalmers Six had captured first place in the Class E event. Less than 25 seconds behind Junk finished his teammate, Roy Steinz, in another 3,400 R. P. M. Chalmers. It was the first time in the history of American hill climbing events that two machines of the same make had finished in one-two order.

Junk, the 20-year-old driver of the winning Chalmers, refuses to believe that his name spells anything less than success. In Saturday's race for the Spencer Penrose trophy he pitted his car against monster racing creations with twice the piston displacement of his Chalmers and finished in third position.

Defeating old heads in the racing game, such as Barney Oldfield, Hughie Hughes, Buzane and Patterson, is acknowledged a fair feat for any driver.

But Junk, winner of his first race, modestly gives credit to his Chalmers Six for the victory.

"My little car simply ate up those 10 per cent grades on the straightaways and when it came to the turns a simple twist of the wheel to right or left did the rest," says the youthful pilot.

In the opinion of race spectators, however, Junk's skill in negotiating the hundred or more angles and turns in the course was largely responsible for his win.

On the most dangerous mountain highway in the world, from a racing standpoint, he lost hardly a second in making the turns and was on his way up the next grade before the crowd at a given point realized he had passed.

During the two days' racing over the 12½-mile course to the summit of Pike's Peak the Chalmers cars were the most consistent performers at the meet, finishing in every event entered. Both cars averaged 30 miles per hour over the course, which is 42 per cent curves and has 10 per cent grades over half its length.

On the second day's racing clouds drifted half way down the mountain, obscuring the road and making it impossible to see 25 feet ahead. Under these conditions the speed made was little short of phenomenal.

As a test for stock cars, the Pike's Peak climb, 14,109 feet into the clouds, will probably continue to stand as America's premier event for some years to come.

## BOOST TRUCKS SALES

A lack of horses and mules in this country will have a stimulating effect on commercial vehicles sales to the United States army at the present time. This country has exported since the war began 590,452 horses and 154,077 mules and the United States government finds the market depleted as a result. The equipping of the forces for the Mexican crisis has been a sharp stimulus to the buying of trucks and passenger cars on account of the scarcity of horses and mules. The United States has been steadily building up truck trains since General Pershing entered Mexico.


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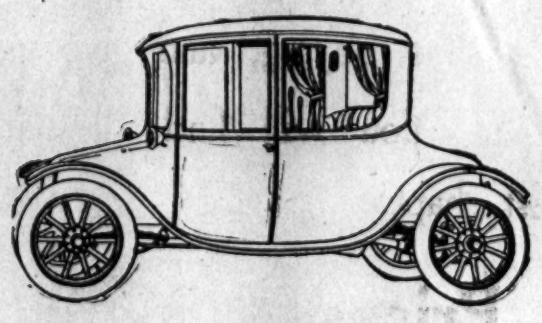

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*Saving in Operating Expense Pays Entire Initial Cost.*

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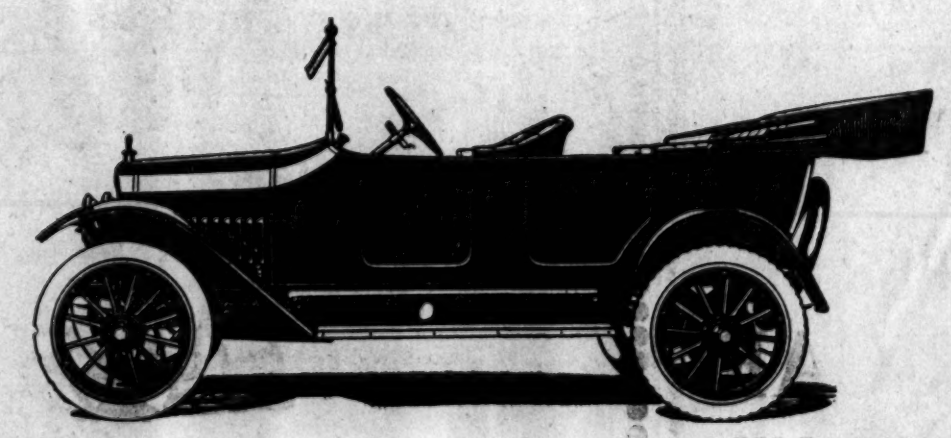

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## "Own a Maxwell."

SOLE AGENTS AND DISTRIBUTORS.

## THE EASTERN GARAGE

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## ATTEMPT TO SMUGGLE RUBBER INTO GERMANY

### Place Large Chunks In Two Hundred and Fifty Sacks Of Coffee

New York, September 2.—There have been many attempts to smuggle rubber from America to Germany according to the New York Times. Not long ago British Inspectors found chunks of rubber in every one of 250 sacks of coffee which a Norwegian ship had carried across the ocean from New York. Every chunk was dotted over with coffee beans which the smugglers had attached to the rubber in order that examiners might be misled. Why must Germany have rubber? It is needed for the tires of automobile trucks used in war, and Germany's synthetic or artificial rubber is not a satisfactory substitute.

We need and use here great quantities of rubber. Our imports last year were $159,000,000 worth, and in the last three years they have amounted to $332,000,000. It goes into motor vehicles, many of which we have sold to the Allies, who paid us $97,000,000 for them last year.

This leads up to some consideration of the remarkable growth of our automobile industry, and the recent great increase of the number of cars in use in the United States. Many Americans do not realize how extraordinary and important this growth and this increase are. They are like some New Yorkers who do not know that the skyline of their city, as seen from the harbor, is one of the wonders of the world. Registration records show that almost 3,000,000 automobiles (2,932,455) are now in use here, and that the fees paid into State treasuries in the first half of the present year were $14,261,000. But the rate of growth shows that there may be 6,000,000 cars going about in this country three or four years hence, with a proportionate increase of fee receipts.

There are trustworthy and exact reports about this growth. The number of cars produced at the ninety-nine factories in the first half of this year was 754,902, having a retail price value of $481,000,000. Probably the number made in the entire year will not be less than 1,500,000. But only 892,000 were manufactured in 1915, and about 500,000 in the preceding year. Here [illegible] increase of more than 75 per ce[illegible]irst of these years and, pro[illegible] per cent in the [illegible]orts have been exceptionally large, in the last twelve months they were less than one-fifteenth of our output. Horses might look at the figures with dismay.

In them there is much suggestive material for essayist and economist. Perhaps what the automobile does for farm life comes first, with the use of trucks in trade second. In Iowa there may be seen a motor vehicle for every thirteen inhabitants; in Nebraska one for every sixteen. While the subject has not been ignored, much remains to be said about the results of inquiries as to the effect socially, industrially, and otherwise of automobile output growth.

## 'Blame It On The Tire'

He didn't pump it full enough—all
the air is free;
He left it soft and spongy like,
and scooted on with glee;
He skidded and he gridded and
whooped through dust and mire,
And when it burst
He cursed and cursed.
And blamed it on the tire.

He drove it on the street car tracks
with confidence superb;
He scraped it on the lamp posts and
he scraped it on the curb;
He slammed it and he jammed it
any way he might desire,
And when it popped.
Right out he hopped.
And blamed it on the tire.

He cut it on some broken glass,
but said that didn't hurt;
He kept right on through sand
and mud and filled the cut with
dirt.
It spotted there and rotted there
and soon he howled in ire,
When up it blew
He blew up too.
And blamed it on the tire.

He put on chains that ground and
chewed and gouged into the
tread;
He knew his wheels were out of line.
"But what of that?" he said.
He whizzed along and sizzed along,
he picked up nails and wire,
And when it banged
His fist he whanged,
And blamed it on the tire.

Who is this man? Go ask the boys
who meet him every day.
Go ask the boys who have to hear
the things he has to say.
He bores in and he roars in with
words of angry fire.
Though he's to blame.
It's all the same—
He blames it on the tire.

## INDOOR SPORTS By Tad

OH ELLA-- HA-HA!- SO GLAD - JUST IN TIME PHIL IS DOING CARD TRICKS FOR US
WELL CHARLES— WHAT THE BIG IDEA? IS THIS A POKER PARTY?
HOCUS POCUS
LOOKIT PHIL DOING TRICKS— AINT HE A HOT SKETCH
WELL HE'S ONLY A YOUNG FELLER TRYIN TO GET ALONG
STUPID TRYING TO THROW THE CHIPS AND BEER OUT OF THE WINDOW
INDOOR SPORTS.
PLAYING POKER AT A FRIENDS HOUSE, WHEN HIS WIFE WHO HATES CARDS UNEXPECTEDLY RETURNS FROM HER TRIP TO THE COUNTRY.
Tad

## MAXWELL FACTORIES BREAK THEIR RECORD IN CAR PRODUCTION

### Automobile Company Turns Out 532 Cars for Shipment On Banner Day

Detroit, September 1.—The Maxwell Motor Company, Inc., broke all its records for production, when 532 cars were turned out of its big Detroit plant on Saturday, August 26. While this is the biggest day the company ever experienced in the volume of its output of automobiles, it exceeded the day previous by only a slight margin. On Friday, August 25, 501 automobiles were turned out of the Detroit factory.

This is only an indication of the great volume of business that is being done by the Maxwell company. There has been an increase of 100 per cent in the daily output of the company. The average production at the Oakland avenue plant in Detroit is now 400 cars a day and has been for the last month. A year ago the average was only 200 cars a day.

A great increase in the demand for Maxwell cars followed the generous reduction in prices on the touring car and roadster that became effective July 1 last and that the factories are able to meet the demand is due to the fact that increased manufacturing facilities have recently been installed.

All Maxwell cars are assembled in the plant at Detroit, while most of the parts are manufactured in the company's factories at Dayton, Ohio, and Newcastle, Indiana. The factories at Dayton and Newcastle are now supplying the Detroit plant with 400 complete units every day.

The recent addition of a new progressive assembly track and a new body assembly track has enabled the Detroit factory to turn out cars at an increased speed. There are now two progressive assembly tracks and two body tracks, where before there was only one of each.

About 120,000 cars will be turned out of the Maxwell factories this year. Approximately 60,000 cars were manufactured last year and the increased production is ample evidence of the growing popularity of the Maxwell product.

Most of the cars turned out in the two banner production days were touring cars and roadsters, although a number of the enclosed types put out by the Maxwell was included in the allotment.

## BRITISH USE BUSES AS RAILWAY 'FEEDERS'

### American Railroad Heads Can Learn Lessons From English Roads

American steam and electric railroad companies, which complain of the decrease of passenger traffic on the profitable shorthaul lines, might study the work of British railroad companies using motor buses and motor trucks as feeders for their passenger, freight and parcel haulage, tapping sections of the country which, while fairly well populated, do not permit of the installation of permanent branch lines on rails.

According to the latest report received by the National Automobile Chamber of Commerce, no less than 223 buses and more than 250 motor trucks were employed in this service, with satisfactory profits to the roads concerned.

Despite the requirements of the war office, which took a large number of the most modern of these vehicles for its own use, the railroads have managed to keep a fairly large fleet going throughout the past year, and preparations are said to be under way for considerable increases this summer.

## *Hear Performances Of Dodges In Two Places*

### *Factory Gets Word On Same Day From Alaska And Africa*

A strange coincidence occurred at the Dodge Brothers plant recently when letters were received in the same mail from Cape Town, Africa, and Fairbanks, Alaska, each announcing a record breaking performance by a Dodge Brothers car.

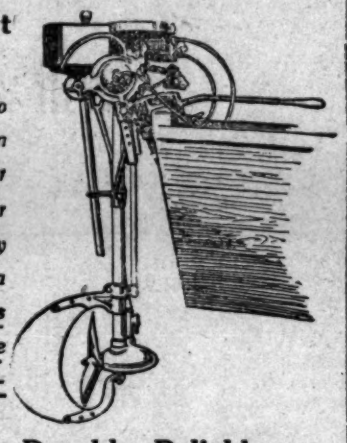
In South Africa a Dodge Brothers car had climbed to the top of Pearl Rock mountain, a mass that looms on the horizon of Cape Town. Almost since the day motoring began in Africa, Pearl Rock peak has been the objective of ambitious motorists. Failure after failure was recorded, but that did not deter others from attempts. For several months a prize of 50 pounds ($250) has been posted for the first car making the ascent.

A Dodge Brothers car owner conceived the idea that the money might be of some benefit to the martyrs of war, so he took the rocky trail. "It will interest you to know," writes H. W. Allkin, Dodge Brothers district representative in South Africa, 'that one of our standard model cars made the climb without difficulty on June 24. The feat has been vouched for and certified by the editor of Motoring in South Africa. The 50 pounds will be turned over to the editor for distribution among the war funds."

The Alaskan feat was that of Grover Frame, who, in a standard Dodge Brothers touring car, broke all records in a trip from Fairbanks to Chinta, Alaska. The time for the 360 miles was 46 hours, 30 minutes, including stops. This is six hours less than ever accomplished before.


NEW MODEL
**ARCHIMEDES**
**Portable Boat Motor**
**2 and 5 H.P.**
THE ONLY PORTABLE 2-CYLINDER MOTOR ON THE MARKET

**For Business, Sport and Recreation**



*May readily be attached to any round or flat bottom rowboat, no matter whether the stern be pointed or squarecut. It is indisputably easier to manipulate than a one-cylinder motor. **It is easier to start, more powerful, and more reliable.***

**Simple, Strong, Durable, Reliable**
Can be attached in two minutes; Automatic Lubrication; Magneto attachment to fly-wheel; solid brass rudder.
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SOLE AGENTS IN CHINA
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**Say "Good-bye" to your Pony**
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Agents:
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89-91 Rue Montauban
and
Tel. 322 12-14 Avenue Edward VII Tel. 4257

# 3 STATES NOW HAVE OVER 200,000 CARS

### New York, Ohio, and Illinois Lead—508,677 More Cars In Use Than On Jan. 1

There are 508,677 more cars in use in the United States today than there were on January 1, 1916, according to statistics gathered by The Automobile, which says: There are over 3,000,000 automobiles in use in the United States today, including both passenger cars and trucks. Between January 1 and June 30, 1916, the increase which had taken place was not far short of the total increase for the whole year of 1915. There are now three States having over 200,000 cars apiece, New York, Ohio and Illinois, whereas on January 1 of this year only New York had as many as this. Eleven States have over 100,000 machines each, Minnesota, Massachusetts, Indiana and Texas having passed into this class since January 1.

Registrations by States, from January 1 to June 30, 1916, are given in the following:

| State. | Cars and Trucks. |
|---|---|
| New York | 259,105 |
| Ohio | 208,705 |
| Illinois | 203,757 |
| Pennsylvania | 189,082 |
| California | 187,519 |
| Iowa | 169,558 |
| Michigan | 132,000 |
| Minnesota | 122,000 |
| Indiana | 116,121 |
| Massachusetts | 105,488 |
| Texas | 105,000 |
| Wisconsin | 99,000 |
| Kansas | 89,223 |
| Missouri | 83,742 |
| Nebraska | 80,959 |
| New Jersey | 75,420 |
| Oklahoma | 46,000 |
| Connecticut | 45,731 |
| Washington | 44,607 |
| Colorado | 38,000 |
| South Dakota | 37,240 |
| North Dakota | 33,669 |
| Virginia | 31,272 |
| Georgia | 31,259 |
| Maryland | 26,868 |
| Tennessee | 26,437 |
| Oregon | 26,110 |
| Florida | 25,000 |
| Kentucky | 24,725 |
| North Carolina | 24,460 |
| Maine | 24,027 |
| Alabama | 19,977 |
| Montana | 19,580 |
| Rhode Island | 19,427 |
| South Carolina | 18,000 |
| Mississippi | 16,500 |
| West Virginia | 15,771 |
| New Hampshire | 14,837 |
| Louisiana | 13,594 |
| Arkansas | 12,300 |
| Vermont | 12,272 |
| Idaho | 10,900 |
| Utah | 10,729 |
| Arizona | 9,743 |
| New Mexico | 6,226 |
| Wyoming | 5,900 |
| Delaware | 5,438 |
| Dist. of Columbia | 5,268 |
| Nevada | 3,900 |
| Total | 2,932,455 |

## CURE FOR HOT CYLINDERS

A permanent cure for scorching cylinders has been found in the judicious use of a specially prepared flake graphite. This lubricant, is unaffected by any temperature encountered in the cylinder and therefore undergoes no chemical change.

By the introduction of a slight quantity of motor graphite, a velvety protective coating is formed on the cylinder walls and piston rings.

The small particles of this specially prepared flake graphite fill up the minute holes and scorings that exist. This not only lessens the friction, but increase the compression.

# *Mexican Uses Old Tire For Footwear*

### *Rubber Sandals Were Envy Of Other Peons Of Expedition*

A new use has been found for Goodyear tires, reports an American businessman who has just returned from an expedition into the Mexican interior. Although the Goodyear Tire and Rubber Company has for more than a year been making soles of Neolin, a synthetic substance discovered in the Goodyear laboratories, which is replacing leather to a large degree, the Mexican peon serving as a guide on this expedition evidently is satisfied with Goodyear tires themselves, when it comes to footwear.

Cotton canvas has for centuries been used to dress the feet. In China, for instance, only a small percentage of the natives, even in the colder sections, ever wear anything else. It would seem therefore that if the predictions of leather shortages in the near future prove true, many motorists might economize in footwear by using their discarded automobile casings in emulation of the example of this enterprising peon.

In a recent fight near Vera Cruz, in which a detachment of Carranza soldiers surprised a band of raiders in a stolen automobile, the car was captured, but not until there was practically nothing salvable except the Goodyear tires. And these had suffered in the scramble, too.

The peon secured two pieces of the damaged tires and fashioned them into a pair of sandals, which he declares are much better than the old leather ones, being more springy and durable. One of them bears the world-wide Goodyear trade mark, the Wingfoot. After the roughest kind of service over Mexican mountain trails they showed but little wear. Twenty pesos were offered for them, but refused, although ordinary sandals can be purchased for 12 pesos.

During the entire time the Goodyear-equipped peon piloted the party through the Mexican wilds his Goodyear sandals were the envy of the other peons in the outfit—so much so that he was compelled to wear them day and night to retain ownership.

## SOME AUTO FACTS

The piston heads of an automobile engine may attain a temperature of 900 degrees F., while the lower portion of the piston may reach a temperature of about 500 degrees. The piston rings have a temperature of about 400 to 450 degrees because they come in contact with the cool wall of one side and the hot piston on the other.

The viscosity of oil for use for cylinder lubrication affects the horsepower and fuel and oil consumption. Increase the viscosity and the horsepower and oil consumption increases.

The piston travels faster when the crank is in the upper half of the crank circle than when the crank is in the lower half, which means that the pistons arriving at top dead center have more inertia than those arriving at bottom center.

About 17 per cent of the energy of the fuel in an automobile engine is converted into useful work, over fifty per cent is absorbed by the cooling water, and more than 20 per cent is lost in the exhaust. The remainder is lost in friction in driving the camshaft, etc., at the bearings.

Cup grease is made by the saponification of a fatty oil with calcium hydroxide in the presence of water. When saponification is complete hydrocarbon oils are needed.

# EXPERT DRIVER HAS ADVICE FOR BEGINNERS

### Says One Should Learn All About Car First Then Be Careful

"Many automobile accidents are caused by inexperience upon the part of the driver," said W. E. Stalnaker, vice-president and director of sales of the Pathfinder company. "Some are caused by unavoidable contingencies which even the most conservative and experienced drivers cannot help. Blown front tires, uncertain roads, skids, etc., are usually of minor consequence to the capable driver. The most serious affairs are the result of lack of knowledge and proper caution.

"Nearly every one when driving for the first week or so after the car is purchased tries to burn up the roads, slam on the brakes later than caution allows and pass vehicles on the road with a devil may care heedlessness. These kind of drivers are the hardest to ride with for the experienced motorist.

"Caution and proper driving is a process of education. Automobile dealers should endeavor to forget sales to an extent and take time in educating the new driver in operating the new car. Every time the owner stalls on a railroad crossing or in the middle of busy traffic because he becomes rattled and forgets how to shift gears there is a reflection cast upon the car and consequent reaction against the dealer who sells it. I believe the green driver should be kept hidden until he or she shall have ceased to blunder. This takes time on the dealer's part, but it is better in the long run. A number of Pathfinder distributors put their owners through a course which makes them familiar with their cars.

# FORD TOURING CAR MAY BE CHANGED INTO TRUCK

### Original Frame Becomes Secondary Foundation For Auxiliary Freighter

The newest automobile motor truck springs and a heavy pressed Hudford.

The Hudford is a unit for converting the Ford touring car into a one-ton truck. It consists of an auxiliary frame, an internal gear-drive rear axle, with semi-elliptic truck springs and a heavy pressed steel channel-section auxiliary frame which entirely replaces the rear construction of the Ford car. It surrounds and is attached by cross frame members to the car frame, so the original frame becomes virtually a sub-frame carrying the engine, while the main frame is that of the Hudford unit which extends fifty-six inches beyond the original frame, giving the car a total frame length of ten feet eight inches, and a wheel base of 112 inches.

The drive is by large tubular propellor shaft with extra universal slip joint at front end to take care of action.

## Man And The Car

By Percy Shaw

Not long ago when tourists pale
Sought Summer inns by hill and shore,
The temporary social scale
Was balanced by the clothes they wore.
With studied sigh and filmy gown
The shopgirl reigned, a fortnight's queen,
And golfing clerks tanned meerschaum brown
Strolled Croesus-like across the green.

Then tips made Algernon de Lack
The hero he had hoped to be
When fitting shoes with aching back
To soleless femininity;
Hauteur then made Nannette Adair
The image of her dearest dreams,
When, apron-clad as Jane Eclair,
She sorted chocolated creams.

Now all is changed, for gasoline
Unmasks the goddess of pretense,
And only they are King and Queen
Who travel at the most expense;
Observe the never ceasing stream
Of new arrivals near and far,
All things are really what they seem—
Each guest is rated by his car.

# *U. S. Spends Three Millions For Trucks*

### *Army Gets Use Of Three And Five-Ton Motors For Field*

Washington, September 1.—Nine types of vehicles are included in the motor truck order placed by the quartermaster general of the army, an order amounting to almost $3,500,000. Most of these nine types are of three-ton capacity, although two types are of five-ton capacity. In the purchase of these trucks the War Department has been largely governed by the recommendation of General Frederick Funston, who has learned through his subordinate officers, of the real needs, of the army along motor truck lines, particularly the needs of the present service. Government officials here also are giving some consideration to the type of vehicles purchased better to regulate the model.

The order recently given was divided as follows:

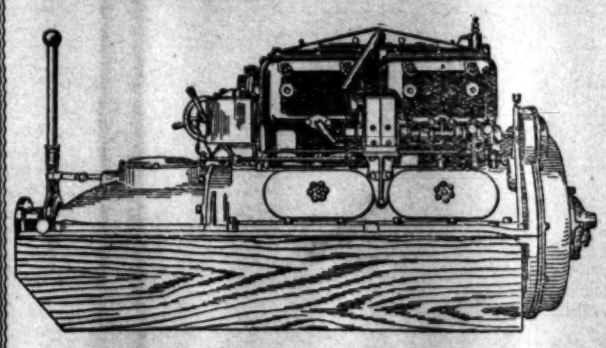
Ninety-seven Locomobiles, with bodies, three-ton capacity; two Locomobiles tank trucks; eight Locomobiles, with platform bodies, three-ton; 72 Peerless chassis, three ton; two Peerless, platform bodies, five ton; 12 Peerless bodies, three-ton; six Reos, with bodies, 3-4-ton; 264 Packards, with bodies, 1½-ton; 132 Packards, three ton; 528 White, with bodies, 1½ ton; 33 Whites, with bodies, three ton; 99 four-wheeled-drive chassis, three ton; 58 Kelly-Springfield, with bodies, 1½ ton; 66 Kelly-Springfield, with bodies, 3½ ton; 99 Kelly-Springfield chassis, three ton; 33 Velie chassis, 1½ ton; 33 Velie chassis, three ton; 163 Packard chassis, 1½ ton, 33 Packard chassis, three ton.

## FEW AUTOS IN PERSIA

There are about ten automobiles and four auto trucks in use in Teheran, Persia, aside from those recently brought in by the Russian military, says a consular report. Of the latter it is interesting to note that many are of American manufacture. The scarcity of automobiles is attributed to bad roads and the high price of gasoline.


SCRIPPS MARINE ENGINES

All working parts of the 1916 Model Engines enclosed, which assures cleanliness and saving of parts and fuel.



4,000 of these kerosene-burning engines in use, attest to the merit of the models.

It was an engine of this make which twice mastered the tortuous Niagara Rapids.

It was a little 16 h.p. Scripps which powered the 35-footer motor-boat "Detroit," when she made and established a record trip from Detroit, Michigan, across the Atlantic Ocean, to Petrograd—a distance of 6,500 miles—without mishap.

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99% Efficient

We have kept a record of every complaint, large and small, made against the Series "N" Hupmobile. Our record to date from the time the first Series "N" left the factory, shows the Hupmobile to be 99% efficient.

In other words, only one car out of 100 developed the slightest imperfection. We defy any mechanical thing, manufactured by hundreds and used and abused by hundreds of people in every climate under the sun, under every road condition imaginable, to surpass that record.

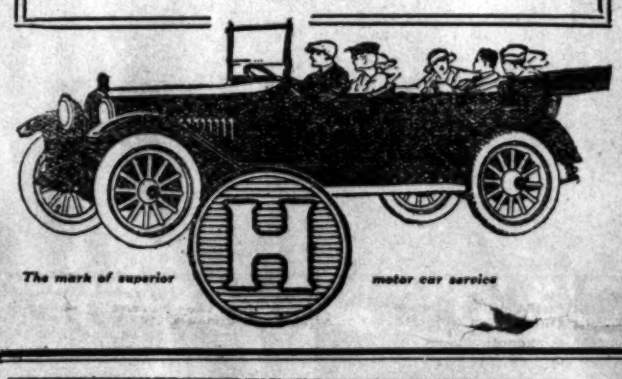
This record is significant to the automobile buyer who values his time, money, and peace of mind. Our records, proving our efficiency claims, are open to inspection.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater, sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m m stroke, (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear Axle floating type, spiral bevel gear, Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater, Tyres 880 x 120 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colors, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor Car Corporation
Detroit, Michigan, U. S. A.

Dealer for all China, except Peking Province
CENTRAL GARAGE
SHANGHAI



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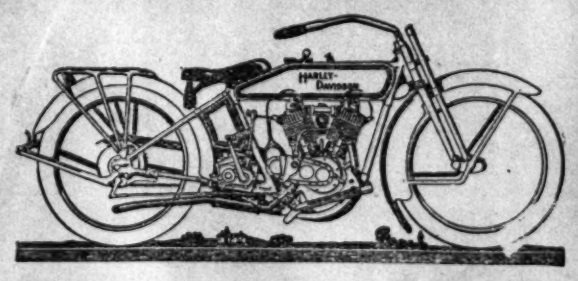
"KING OF THE ROAD"



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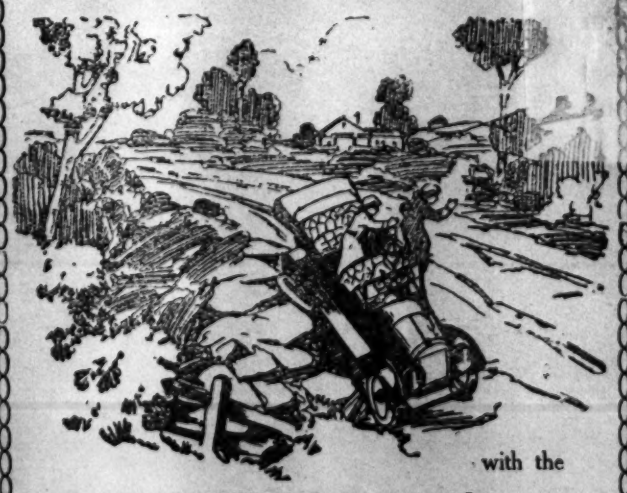

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LIBERAL CONDITIONS AND MODERATE RATES

# Science Explains Why Girls Kiss Strange Soldiers "Good-Bye"

## *Perplexing Manifestations of Affection Displayed by Women During the Recent Departure of Our National Guard Analyzed Curiously by the Distinguished Dr. Max Baff*

The Russian Painter Vasnetzoff's Remarkable Painting of Primitive Men and Women Killing a Mammoth That Has Been Trapped for Food. Constant Ancient Struggle of Women for Existence, of Which This Is a Type, Implanted in Her a Worship of Force, According to Dr. Baff, to Which She Still Responds When She Sees Soldiers Who Symbolize to Her All the Old Ideas Both of Protection and Comfort.

**By Dr. Max Baff.**
The Distinguished Authority on Feminine Psychology.

THE recent departure for the Mexican border of companies of the National Guard was marked by an extraordinary outbreak of kissing. At the armories, at the station and at stops en route the soldiers were kissed by whole bevies of girls. The girls and soldiers, kissers and kissees, in few cases knew each other. Ordinarily they were entire strangers. The prettiest girl in Clearfield, Pennsylvania tried her best to kiss an entire regiment. She nearly succeeded.

Not long before, no doubt, many of these impulsive [illegible] been singing earnestly that they "did not raise their boy to be a soldier." Why then did they embrace so impetuously some boy whose mother did raise him to be a soldier? Why in every outbreak of war or threatened outbreak are these same scenes presented? Why does the sight of soldiers raise women to such emotional heights? Why does she love a uniform?

I shall try to answer these questions.

Women kiss soldiers because they are still savages, still primitive, lovers of strength, worshippers of force. "What a big, strong fellow," they will say, their gentle eyes lighting up as they rest upon some stalwart specimen. But they never say, "What a fine weak, little fellow." Man on the contrary, rarely praises bigness and stalwartness in the female. "What a lovely little girl," says man. Woman, the primitive, still sub-consciously and consciously looks on man as the protector. The stranger the protector, the better he can protect. Hence woman's viewpoint. Man, accustomed for ages to be the protector, sub-consciously resents the strong big woman. She hurts his pride, because she looks as though she can take care of herself. Hence the man's viewpoint.

Here then, we strike the first element in the soldier kissing phenomenon. The soldier represents force. Woman, watching him swinging by in all the panoply of force, reacts to the ancient impulse. She is swept with emotion. The kissing follows.

But there is a second and a more surprising element that enters into the matter. Woman is essentially a blood lover. She loves its color and she sub-consciously delights in the thought of it. Soldiers go forth to kill. Their uniform, no matter what its color, is a symbol of slaughter, of red. For this same reason women are attracted to a fresh complexion, a ruddy face.

Being primitive, woman is also a passionate lover of color. Witness her ribbons, her beads, her shining stones, her feathers. She takes the same delight in them as does the savage—because she is still the savage.

In the soldier then there are three intensely compelling factors of her emotions. The idea of force, which means to her protection; the idea of blood whose curious fascination will be explained later; and the appeal to color. The complex is irresistible.

Let us go back a little. Every primitive race held blood in the highest reverence. It was a mystical fluid. And why not? When our first ancestors, the ape men, fought they knew that to kill they must let this red stream flow. The ape woman, watching the struggle, knew she would belong to him who made it flow. When the game was hunted the man brought back the streaming carcass to his mate and her fire in the cave. The blood meant food. The savage drank the blood of his enemy, thinking that thereby he drew into himself his slain foe's strength. "In the blood is the life," says the Bible.

And so blood enters intimately into the life of the primitive. Woman, closer to the past than man, answers and thrills to its call. When the men of to-day go to war she promptly answers to all these sub-conscious, these hereditary memories. These are her men, her "big, strong men" going forth to fight for her. They are her heroes going out to bring in the mammoth for her food. She does not think of them as human units going forth to fight for patriotic ideals. They are going forth for her. The memories of the past rise in force and dim the facts of the present. Emotion surcharges her. She kisses them.

Let us consider now the factor of color. Woman, as I have said, being savage loves color inordinately. The assemblage of a vast number of uniforms, which in the case of soldiers are of unusual colors, is intensely pleasing to her. Even khaki, which is neutral, becomes positive to her because it is not commonly worn by man in civil life.

But of all the colors there is one, compelling both to women and men and singularly compelling to women—it is red. In every flag it has the same significance—blood. And there are few flags in which it is lacking. The flag had its origin in war; and nothing is more primitive than war. Not only do the flags bear the impression of their savage birth, but similarly do the nation's emblems. The eagles of Russia, of Germany, of Austria, the British lion—all are creatures of prey.

The primitive thrills to the primitive. War calls forth the savage in woman.

This red paper on my desk I will see four times, perhaps, while I am looking for something else. I will even stop to examine it, forgetting what it is I seek, so strong is its lure. Red is chosen for a danger signal, not because it can be seen farthest. As a matter of fact red is one of the colors that fades quickest from view at a distance. Bright scarlet can be seen farther than khaki, it is true, but there are other colors seemingly duller, that can be distinguished at distances where scarlet does not show.

Red is chosen for a danger signal because it attracts attention imperiously.

A red tie, a red bow or flower on the lapel, a red flag among a group of men, all these will irresistibly attract women. It moves them subconsciously.

And the color of war is red and war's men to women go bathed in that compelling color of their master.

I would advise all lovers, all husbands, always to have some touch of red about their clothes.

And so we see it is not the men themselves who are kissed. What is kissed is the symbol, the ancient ideal. The soldiers are kissed because of the uniform and the age old memories it conjures up in woman's breast. If there is any doubt of it put a row of ten uniforms in one window and ten men in civilian dress in another and see which window draws the most women.

I found the strongest proof of this at the Massachusetts muster ground in Framingham, only a few miles from my home. I saw a company prepare to entrain. The girls who lined the route gazed at the men longingly until one, a little bolder than the rest, rushed out and kissed a soldier. Her example was all that was necessary. As if at a signal, the other girls picked out the militiamen and kissed them incessantly until they were on the train. Even then a few succeeded in getting themselves held up to windows to continue the kissing.

I saw coming to the camp a group of "rookies" not in uniform, young men in dusty civilian clothing. They had no appeal for the girls. The fact that each was a potential hero, quite as good as any in khaki, did not present itself to the women. Not one was kissed although each tried in every way to show that he was eager for caresses.

Coxey's army, in spick and span uniforms, would be met by bevies of girls and the marchers would be kissed ad lib.

To recapitulate, then, up to this point: Woman is primitive, ages further back than man. This being so, the instincts within her respond immediately to the idea of force, of strength. She reacts to the two dominant ideas of protection and food, symbolized in the thought of blood. Being a savage, she reacts instinctively and vigorously to a color impulse.

In the soldier going to war she sees her ancient protector and her ancient food-getter. At the same time all the thoughts and feelings bred in her through ages of warfare become dominant. Lastly, she is gripped in the vibrations of her acute color sense. Emotionalism runs alive and she finds vent for it in the kiss.

And now let us take up still a fourth phase of the matter—one that really partakes of all the other phases. I refer to woman's mental instability; or perhaps it would be better to say her one-idea stability. Her primitiveness makes most women capable of only seeing one idea at a time, and everything that would tend to inhibit that vision is put out of mind until the thing upon which the concentration is directed is gone from the mind by the natural course of events.

Modesty is inborn in woman, but it is a modesty that is dependent upon environment. It is subject also to emotion, far more than is man's. It runs counter to a woman's modesty to kiss a strange man in public. Given certain stimuli to emotion, however, the feeling of modesty is subordinated.

In illustration of what I say of woman's inability to think of more than one thing at a time, let me give you an instance. Last night there was an accident near my house. The patient, a man, made little of his injuries; but a woman witness went into hysterics and had to be given careful attention for three hours. Through all that time there was only one picture in her mind—that of the injury to the man. Except for the pain, the man had no vision of his injury after fifteen minutes.

So it is when troops go to war. The men are able to think, and do think, of other things, not only the masculine onlookers but the soldiers themselves as they march. Other ideas, other interests, preoccupy them.

But woman, the one-idea creature, sees nothing but the compelling synthesis of all the pictures of her primitive past. Her emotions surcharge her. She gives herself up, perforce to exultation. Conventions, modern habits and modesty go by the board.

And the irony of it! The soldier responds to the admiration. He feels heroic. He is quite ready to go out and get shot—and if he knows the girl and the girl is really dear to him, the memory of her caress may inspire him to superhuman deeds in battle.

And, alas, she loves not him but his uniform! She reacts not to the man but to her ancestral memories. To Nature the individual itself is nothing. And to woman, whose great "raison d'etre" is the perpetuation of the race, the individual, no matter how much she may befool herself, is nothing. Because woman, being still a savage, is herself nature.

PHOTO © UNDERWOOD & UNDERWOOD N.Y.

This Interesting Photograph of a Girl Kissing Soldiers "Good-Bye" Is a Direct Reflection from Ancient Times, According to Dr. Baff, and Similar in Its "Stimulus" to the Scene Pictured Below.

Woman Has Always Worshipped Force, Says the Psychologist. Back in Ancient Rome the Tendernesses and Admiration That They Lavished on the Brutal Gladiators Were Simply a Manifestation of Their Instinctive Respect for Strength, Bred Through Ages of Strife.

SHANGHAI, SUNDAY OCTOBER 1, 1916

# T. WALLACE'S XI BEAT THE S.C.C.

**Scoring Is Low, But Veteran's Aggregation Finish 22 Runs To the Good**

**HAWKINGS' FINE BOWLING**

**Club's Captain Upsets Five Of Visitors Wickets In Seven Overs for 27**

Tom Wallace has been playing cricket so many years in Shanghai that he evidently knows how to pick out the goods. He brought his string over to the S.C.C. ground, yesterday and managed to put the homesters out of action with 22 runs to spare.

Winning the toss, Wallace naturally elected to bat and sent in Sam Wallace and F. Milner to face the attack of Daniels and Clifford. Both batsmen shaped nicely and the former took the offensive. He had gathered 16 when Clifford sent him back to the pavilion.

Bhoora then joined Milner and the two played so well that 71 went up before a separation was effected. Billings and T. Wallace both carried on the good work, scoring respectively 12 and 18, but the rest did very little, thanks to some excellent bowling on the part of the S.C.C. skipper, Hawkings, who took 5 wickets for 27 runs.

The S.C.C. had a very weak batting side, but a good start was made by Anderson and Hollander. The former played splendid cricket and, when joined by Pentycross, the couple provided the most stylish play of the game.

Anderson was the first to go, owing to a misunderstanding between himself and one of Bhoora's deliveries. The batsman had scored 21 of the very best and it proved to be the highest total of his side. Pentycross didn't like Billings and, when 18 stood against him, he also went back to the grandstand.

Daniels was the only other S.C.C. batsman to make any showing against the attack of Bhoora and Billings. He had 4 hits and a mistake and scored 13. Daniels, by the way, is leaving Shanghai this week, having been transferred to other parts. We shall miss his cheery presence in many sections of the Settlement's social life. The A.D.C. will lose "Buggins," "A" Co., S.V.C., will lose "The little corporal" and the S.C.C. will miss their "base-balling-talkative-hard-hitting-bowler."

The fielding on both sides was fair. Next week the S.C.C. entertain the rest of Shanghai.

The scores follow:

**T. Wallace's XI**

| | |
|---|---|
| S. M. Wallace, b. Clifford | 16 |
| F. Milner, l.b.w., b. Daniels | 22 |
| C. H. Bhoora, c. Daniels, b. Clifford | 29 |
| G. M. Billings, b. Hawkings | 12 |
| T. Wallace, l.b.w., b. Hawkings | 18 |
| W. C. Foster, b. Hawkings | 0 |
| W. E. Wilson, b. Clifford | 1 |
| C. B. Sethna, b. Hawkings | 2 |
| C. Ollerdessen, b. Hawkings | 7 |
| C. Komaroff, not out | 10 |
| Phillips, run out | 0 |
| Extras | 6 |
| Total | 124 |

**Bowling Analysis**

| | O. | M. | R. | W. |
|---|---|---|---|---|
| A. J. Daniels | 10 | 1 | 36 | 1 |
| W. C. G. Clifford | 16.1 | 2 | 55 | 3 |
| W. J. Hawkings | 7 | 0 | 27 | 5 |

**S.C.C.**

| | |
|---|---|
| W. E. Anderson, b. Bhoora | 21 |
| P. T. Hollander, b. Bhoora | 2 |
| F. H. Pentycross, b. Billings | 18 |
| W. C. G. Clifford, b. Billings | 9 |
| W. J. Hawkings, c. Komaroff, b. Billings | 9 |
| A. J. Daniels, b. Bhoora | 13 |
| H. Langley, c. T. Wallace, b. Billings | 6 |
| C. S. Cheetham, c. and b. Bhoora | 0 |
| W. H. L. Warrener, c. Milner, b. Billings | 6 |
| E. Toeg, b. Billings | 8 |
| H. P. Graham Barrow, not out | 2 |
| Extras | 8 |
| Total | 102 |

**Bowling Analysis**

| | O. | M. | R. | W. |
|---|---|---|---|---|
| G. M. Billings | 12.3 | 1 | 56 | 6 |
| C. H. Bhoora | 12 | 1 | 38 | 4 |

**S.C.C. 2nd Lose To "The Rest"**

The S.C.C. second string made a journey over to the Recs ground, to give the rest of Shanghai a game. "The Rest" sent them back defeated, making 166 against the visitors' total of only 75.

For the victors, Ellis carried his bat for a well played 85, but the fielding of the S.C.C. was bad—in fact very bad. E. Cooke got 34 and the field helped him.

Westwood proved top scorer for the S.C.C. side. He made 20. Thomson, who has a fine average this season, made 16. Barnes and Macdonald both reached double figures and the rest of the side were out of it.

Sale, for "the Rest," took six wickets for 30. The S.C.C. bowlers were weak. Gutierrez took three for 53 and that was the best work on his side.

The scores follow:

**The Rest**

| | |
|---|---|
| J. J. Ellis, not out | 85 |
| G. Madar, b. Gutierrez | 7 |
| G. F. E. Norris, c. Howell, b. Gutierrez | 2 |
| T. W. Spottiswoode, b. Gutierrez | 6 |
| H. J. Ambrose, b. Macdonald | 10 |
| A. M. A. Hansen, b. Westwood | 6 |
| E. Cooke, b. Macdonald | 34 |
| G. Sale, A. Madar and G. A. Johansen, did not bat. | |
| Extras | 16 |
| Total | 166 |

**Bowling Analysis**

| | O. | M. | R. | W. |
|---|---|---|---|---|
| T. Macdonald | 16 | 1 | 51 | 2 |
| J. Gutierrez | 15 | 1 | 53 | 3 |
| E. Westwood | 4 | 1 | 23 | 1 |
| Geo. Howell | 2 | — | 18 | — |
| C. E. M. Thomson | 1 | — | 5 | — |

**S.C.C. 2nd**

| | |
|---|---|
| C. E. M. Thomson, c. Johansen, b. Sale | 16 |
| E. G. Barnes, b. Sale | 12 |
| J. Gutierrez, b. Sale | 0 |
| D. H. Cooke, b. Sale | 1 |
| T. Macdonald, b. Sale | 13 |
| S. V. Mills, l.b.w., b. Spottiswoode | 6 |
| E. Westwood, not out | 20 |
| C. Lowe, b. Sale | 2 |
| E. A. Brodie, run out | 1 |
| Geo. Howell, c. and b. Hansen | 1 |
| J. Cockin, b. Hansen | 0 |
| Extras | 3 |
| Total | 75 |

**Bowling Analysis**

| | O. | M. | R. | W. |
|---|---|---|---|---|
| G. Sale | 11 | 2 | 30 | 6 |
| T. W. Spottiswoode | 9 | 1 | 30 | 1 |
| A. M. A. Hansen | 1 | — | 12 | 2 |

# G.A. RICHARDSON IS CLAY PIGEON STAR

**Wins Championship At Traps; W. E. Kent and H. E. Gibson Are Runners-Up**

**FINISH PROVES EXCITING**

**Winner Had to Break Seven To Tie and Eight to Win; The Scores**

The Clay Bird Championship of Shanghai was shot off on the grounds of the Shanghai Gun Club on Connaught Road, yesterday afternoon, and brought out a good number of competitors, as the weather conditions were ideal.

Mr. G. A. Richardson came out the winner, with 82 birds out of 100, and Messrs. H. E. Gibson and W. E. Kent tied for second honors with 81 each.

Those who completed their scores were:—

| | |
|---|---|
| Mr. G. A. Richardson | 82 |
| Mr. W. E. Kent | 81 tie |
| Mr. H. E. Gibson | 81 „ |
| Mr. H. H. Read | 73 tie |
| Mr. N. E. Moller | 73 „ |
| Mr. T. Van Corbach | 73 „ |
| Mr. A. P. Nazer | 70 |

The other entrants retired before finishing their scores.

The shooting at the end became very exciting, Mr. Richardson having to break 7 birds to tie, and 8 birds to win which he was just able to do.

Owing to nobody having used the traps this year and to the fact that it was throwing very fast, the shooting was not up to last year's standard.

At the conclusion, Mr. Ambrose presented a silver cup to the winner as a souvenir of the occasion.

The whole proceeds of the meet are being handed to the Overseas Aircraft Fund which will benefit to the extent of about $400. Mr. Gibson, winner of the sweeps, also presented his winnings to the same fund.

A vote of thanks was called by Mr. Ayscough for the good services of the secretary, Mr. A. P. Nazer, and for the work done by the umpires, Messrs. Ambrose and Bateman.

## It Was a Quiet Week in Greece — By Charton

## *Scouts Outgrow One Chief's Supervision*

***Two Districts Formed Under Scoutmasters Robinson And Johnson***

"Tracker" writes: Scouting in Shanghai is proving a big thing, so the Executive Committee of the Boy Scouts Association of China are finding and, at a recent meeting, it was decided to divide the Shanghai area into two districts. What with troops at The Point, Siccawei and Jessfield, to say nothing of the more central, but widely distributed troops in town, it is not surprising that the committee have found it necessary to take this step.

Scoutmasters Robinson and Johnson, of the 1st and 7th Troops, respectively, have been promoted to the rank of District Scoutmaster. District Scoutmaster Robinson supervises the work of the Eastern District, while District Scoutmaster Johnson does the necessary for the Western. Both officers are tried men and have proved their ability on many occasions in the past.

The 11th Troop are in camp this weekend at the Palace Gardens, on a piece of ground kindly lent by Mr. Noble. This is the 2nd camp they have had—not bad for a troop not yet three months old. They are a sturdy lot of chaps and as keen as they make 'em.

I see "the rally" is to be held at the Point, Yangtszepoo, on the 28th of this month. Now, scouts, if you are not yet in strict training, get busy, as the success of your troop depends on each individual scout. Follow your motto: "Be Prepared" to walk away with all the prizes and, if everyone has the same intention, we shall see some fine competitions.

Bridge-building, map-drawing, ambulance, cooking, music and signalling will be the subjects for competition. The displays will be given by different troops to amuse and instruct the public. The rally is open to all troops in Shanghai and to those registered under the Boy Scouts Association of China. Troops have still four clear weeks for practice and a lot of work can be done in that time.

## PORTUGAL'S CONSUL

In response to an announcement in the local papers by a committee consisting of Messrs. A. Dias, A. M. Diniz, C. dos Remedios, J. L. Carneiro and H. Lubeck, the Portuguese community held a meeting yesterday evening at the Shanghai Lusitano Club to confirm the sending of a cablegram to the Minister of Foreign Affairs at Lisbon, asking that Mr. M. Nascimento, the present acting Consul-General, who was formerly secretary of the Portuguese Legation at Peking, be appointed permanent Consul-General at this port. A circular had been sent out previously in order to ascertain the wishes of the community in this matter, and of the 304 signatures collected, 280 were in favor of the appointment while 20 remained neutral and four were against it.

## *Scotland Enters Strong Eight for International Race at Henli Regatta*

Interest in the annual Autumn Regatta is growing daily as the teams of twos, fours and eights entered in the various International events are seen on the river each evening in the hardest training in years. The latest entrant in the big event of the regatta, the International Eight contest, is Scotland's team. The Scots have gathered a strong contending group of rowers.

It is through the untiring efforts of Mr. D. M. Graham that Scotland will be represented in the great event of the Regatta. The crew probably will be McArthur, Gordon, Macdonald, McIntyre, Waddell, Wilson, Mackenzie and Brodie, with E. Brodie as cox.

Of this bunch, Gordon is a griffin, Waddell rowed and won his griffins in excellent style in 1911 and, with a bit of coaching, will be a valuable asset. McArthur is keen and is progressing well. The remainder have had plenty of work in fours each evening and are giving "D. M." full faction, which says a good deal.

Mackenzie was welcomed back and will, as usual, do his share of the work and well, at his old place at 7. Under the guidance of Mr. Graham, than whom there is no better coach in Shanghai, there is little fear of Scotland being let down by this crew. They intend putting in some good work at Henli this week end.

**Plans for England's Eight**

This week England is trying to get the "eight" together in two fours; bow half together in one and stroke half in another, and next week they should be out together in an eight.

It is a little hard to arrange times suitable for everyone, and for this reason during this week bow half will go out at tiffin (12.15 p.m.) and stroke half in the evening at 5.15 sharp. For convenience of times No. 2 and stroke temporarily change places.

We are very glad to say that Mr. L. R. Wheen has promised to take the eight in hand. England are to be congratulated on this as it would be hard to find anyone more keen, and although Mr. Wheen has given up rowing he has been right through the mill and is not afraid to talk to the men. The cox has not yet been chosen, but whoever he is we hope he will take a leaf out of the coach's book and not be afraid to use his lungs and say what he thinks.

Although there are certain to be some changes, the present composition of the eight is as follows:—Bow, Brown; 2, Annett; 3, Pollard; 4, Harrison; 5, Gande; 6, Ward; 7, Watson; Str. Jones.

The following remarks apply to the whole boat:—

The men should sit up and keep their heads straight; get a firmer catch at the beginning and use the *legs* more: get the hands away quicker—it cannot be done too hard—swing from the hips and steady forward.

In general the men should try to take charge of the oar and slide instead of vice versa. Also a lot more *snap* must be put into it.

**The Individuals Studied**

A few individual remarks may be of interest.

Bow.—A hard worker and should knit the boat up well. The only man fit for bow.

2.—Inclined to let the button leave the rowlock at finish of stroke; probably through swinging a little out; also inclined to row a trifle deep. A steady oar and might prove a useful stroke if possessed of enough initiative.

3.—Should pay a little more attention to rowing with a hollow back and hold the slide well at the beginning.

4.—Wants practice; is inclined to sky and rows deep; hangs head back at finish and falls back a little.

5.—A keen and useful oar; will require to train hard to get into good condition for the Regatta.

6.—Requires a good deal of pair tubbing; should try to row the whole stroke through evenly without jerks and waits, particularly at the finish; wants to get a quicker catch at the beginning.

Str.—Inclined to be weak at the finish and hangs over the stretcher a little; will have to get to "feel" the boat thoroughly if he is to bring it in first.

We should like to see more entries for the Junior and Griffin fours, and members of the eight who are still Juniors and will not be rowing in the English four or pair will be able to enter. Every rowing member of the club should be rowing in some race, and the fact that they may be in one of the Senior boats should not stop them, from entering, as if they are wanted elsewhere they will simply be taken out of the Junior race.

There is talk of an eight-oared race between the Club and Committee, to be the last event of the Regatta, but it will be talked over and decided at the committee meeting on Monday.

On Monday evening, October 2, at 6 p.m., entries close for the Junior Fours (open to all members except those who have rowed in an International Four, International Pair, or Interport Four). Crews will be posted on the notice board immediately.

The Shanghai-Nanking Railway, beginning next Saturday, will run a special train, including dining and sleeping cars, for Henli, where the regatta will be staged on October 28 and 29. This service is for the accommodation of members who wish to stay over the week end and those who can only spend Sunday at the course.

The tariff for the special train service to Henli is posted on the bulletin board at the Rowing Club. Members desiring to avail themselves of these arrangements must sign the lists before Friday of each week, in order that the necessary details may be attended to.

## *22 Runs Altogether In Riotous Baseball*

***Recs. Hopelessly Outplayed By Nanyang and Beaten By 18 To 4***

No more baseball for the Recs. That sums up the result of yesterday's game between that team and Nanyang's nine. At 3.30 p.m. the full Recs team had arrived, except for White, whereupon Komaroff was installed till the latter's appearance.

The Recs took the field with Torry Wilson in the box and Haynes behind the bat. Torry put 'em over in big league style, and struck three men out in the first inning. The Recs sent Wade in to bat first, but Park struck him out. Haynes followed, got hit on the back, and took a walk. Then Leslie stepped to the plate, scanned the horizon, and beat a perfect bunt to first, getting a safe decision and scoring Haynes.

However Wilson went wild in the other innings, and began to let the Nanyang men get bases on balls. Though there was no official scorer, bases on ball delivered by Wilson amounted to 18. Nanyang also got their batting eye. They scored five runs off Wilson in the second inning. They followed this up by scoring in the other innings. They got four runs in the 4th inning, one run in the 5th, 3 runs in the seventh inning, and 5 in the ninth inning making their total score amount to 18 runs.

The Recs scored two in the sixth inning, and added another in the ninth, making 4 altogether. It is a pity that no official scorer was available, because the fielding was not so errorless, and the box score in detail would have made interesting reading. Of course the Recs were absolutely out of practice, and Haynes, playing behind the bat, wasn't used to a mask or a heavy mitt either. Wigton relieved him after a couple of innings, Cooper took first base, and then things began to go somewhat better.

The Recs scored their two runs in the sixth inning on fine batting by Leslie. Two players were on the bases, when Leslie stepped up to the plate, and swatted a safe one to deep center for three bases, scoring the runners.

The run in the ninth inning was due to Cooper, who also hit for three bases.

Park was pitching good ball for Nanyang, and Cynn, as catcher was undoubtedly one of the best men on the field. Park tired towards the end but kept control of the ball till the game was ended.

Tung, centerfield for Nanyang, caught a long fly that stopped the Recs from scoring further. Cooper made some great catches on foul balls. Dr. Morrison made an efficient umpire.

The line-up of Nanyang was: Park, pitcher; Cynn, catcher; Li 1st; King 2nd; Sun 3rd; Lo s.s.; Ho rf; Tung cf; and Cheng lf.

Recs: Wilson pitcher, and 1st base; Haynes catcher and lf, Wigton 1s base and catcher, Wade 2nd base and rf, Brandt shortstop and cf, Main 3rd base, Cooper 1st base and lf, White rf and 2nd base, Komaroff rf.

At the conclusion the guests were entertained. Mr. A. H. Leslie presented Nanyang's Captain with a new ball, as a token of their sportsmanship and fine playing. Mr. Park responded and spoke of the honor Nanyang felt in being able to be matched against such well-known athletes.

Next Saturday, Nanyang meets St John's in baseball, and the Saturday following Nanyang will play the Baptist College.

# HONG DOUBLES TO JAPANESE TEAM

**Kashio and Toyodzumi Outplay Phillips and Blunt For Championship**

**MATCH IS CLOSE ONE**

**Large Gathering of Enthusiasts At Country Club For The Final**

For the first time in the history of the trophy, the cup marking the Hong Lawn Tennis Doubles Championship has gone to a Japanese firm. S. Kashio and S. Toyodzumi, of the Mitsui Bussan Kaisha, yesterday defeated H. Phillips and A. P. Blunt, of the British Consulate, by three sets to two. The match was played on the center court at the Country Club and, the grounds having been thrown open to visitors, there was quite a good attendance of spectators.

Although the match went to the limit, it was really a fairly easy victory for the Japanese, who, it was evident, had they chosen a different style of play—the sort Kashio usually affects—would have scored much faster than they did. They elected to follow the volley order and to keep at the net.

This, of course, is advanced tennis and the real fighting kind, but it hardly pays for two small men to adopt it against two who are considerably taller. Thus, it happened that the Consulate pair, with a close cut, or a timely lob, frequently scored points which could only be called lucky.

The continuous volleying made it a very interesting match to watch. Play for the first two sets went evenly and the sides halved the score. In the third, it went 3-1, 3-2, 4-2 and 4-3 against the British. Then, some judiciously placed shots against Kashio's service, which, if not deadly, is at least tricky, brought the games level.

On Phillips' hot service, which Blunt backed up well with some sterling net play, the British went ahead and, also winning the last game, had the score 2-1 in sets in their favor. The next set was tame, being marked by poor play in the court on either side.

Each player lost his service until Kashio broke the sequence in the sixth and made the games 4-2, Japanese leading. The Consulate failed to take another game and so the sets were called two all.

The final set was a rout. The British were absolutely smashed; horse, guns and foot. Not until the fifth could they claim a game, which was mainly won by Phillips' service, but that was as far as they went and, losing the set at 6-1, they also lost the match.

Of the players individually, there is little to say. Kashio was a long way from his best, but he stood out from the rest. Always cool, he was seldom caught out of place and played through the whole range of strokes with a calm precision. He has come on wonderfully with that desperate cross-court drive which Kumagie used to such perfection when Kashio partnered him in the Olympic Games.

Toyodzumi might have looked better if there had been a lesser partner to compare him with. He has a better service than Kashio. He was too prone to poach.

The British pair were hard to divide. Phillips was brilliant at times, without being steady, whilst Blunt was certainly steady, but very rarely brilliant, though some of his strokes at the net were evidence enough that he can play a forceful game.

Captain E. I. M. Barrett was the umpire.

## Mail Notices

**MAILS CLOSE**

For Japan:—
Per N.Y.K. s.s. Chikugo M. Oct. 2
Per N.Y.K. s.s. Kasuga Maru Oct. 4
Per N.Y.K. s.s. Yawata Maru Oct. 6
Per T.K.K. s.s. Tenyo Maru Oct. 7

For U.S., Canada, and Europe:—
Per R.M. s.s. E. of Asia Oct. 4
Per T.K.K. s.s. Tenyo Maru Oct. 7
Per P.M. s.s. Ecuador .....Oct. 14

For Europe, via Suez:—
Per P. and O. s.s. Sardinia Oct. 2
Per M.M. s.s. Paul Lecat Oct. 6
Per P. and O. s.s. Novara Oct. 16

Mails to Arrive:—

The American mail is due here on October 5 per T.K.K. s.s. Nippon Maru.

The French mail of September 3 is due at Hongkong on October 10, and here on October 12. Left Colombo on September 23 per M.M. s.s. Magellan.

The French mail of September 17 is due at Hongkong on October 24, and here on October 27. Left Port Said on September 24 per M.M. s.s. Atlantique.

# POOR REFEREESIN BIG RING BATTLES

## How Fouls Have Figured Prominently In Contests For Championship

## FITZSIMMONS A VICTIM

## Many Titles Have Been Lost Through Delivery Of Illegal Blows

By the Veteran

The claim of Ad Wolgast that the blow which laid Freddie Welsh out cold in the third round of the bout at Denver July 4 was not foul and that Welsh lost his title then and there has been sustained by so much reliable testimony that there can be little question as to the correctness of the former champion's contention. The verdict of the club physician that Welsh showed no evidence of having received a foul blow is convincing, and the action of referee Floto in giving Welsh twenty minutes in which to recover from the effects of the blow is difficult of explanation from the point of view of boxing rules or common justice.

Floto in his defence says he wanted to give the spectators a "run for their money." This is puerile, and will not stand the acid test. The spectators got a "run for their money" when they saw the lightweight champion of the world toppled over with a clean body punch for the full count.

It does not follow that Floto was solicitous for Welsh's championship welfare when he failed to count him out in the third round, but the fact remains that he did a bitter injustice to Wolgast when he failed to declare Welsh a beaten man, thus giving Wolgast the title.

**Referee's Ruling Stands**

Wolgast's subsequent claim of the title because of the apparent injustice done him by the referee will not affect the situation, for the reason that under the Queensberry rules the decision of the referee is final. The wording of the rule on that point is as follows:

"The decision of the referee shall be promptly and irrevocably given, and shall be binding as to the battle money and other wagers."

Therefore, as Floto decided that Welsh was not knocked out in the third round Welsh retains his title and Wolgast cannot get recognition of his claim.

The one unfortunate feature so far as Wolgast is concerned has been the tendency of the former champion to hit foul blows and the fact that the blow that finally brought his bout with Welsh to a close was adjudged foul.

It is also worthy of note that Wolgast lost his title to Ritchie on a foul, the champion being on the verge of a knockout himself in the sixteenth round when he brought the battle to a close with a low blow.

**Operate Against Wolgast**

All these things have operated against Wolgast in his complaint against Floto, but the evidence is now so overwhelming in his favor that no fair minded person can well deny that he has been wronged.

However, all the world over the referee's decision is final, and Wolgast is not the only sufferer from mistakes by the third man in the ring.

Beyond doubt the most outrageous instance on record was that in which Robert Fitzsimmons was deprived of a well earned victory over Tom Sharkey at San Francisco, December 2, 1896.

No championship hinged on this battle, but there was a big betting scheme in operation, and it was not on the cards for Fitz to win. The Cornishman was a favorite, but owing to the abundance of Sharkey money the Fitz backers smelled a mouse and held back their cash.

**Enter Wyatt Earp**

In order to make certain that Sharkey should not lose, the clique in charge of the scheme selected Wyatt Earp, a notorious gunman of the West, to act as referee, and this interesting gentleman was accompanied into the ring by a shooting iron the stock of which is said to have contained many notches.

It was gently intimated to Fitz just before the battle that if he used any unnecessary roughness in handling the gallant sailor he would be more than apt to get a leaden warning from the referee.

This did have a tendency to make Fitz cautious and he went along very carefully watching for an opportunity to send in a knockout punch.

This came in the eighth round, when the Cornishman worked his left shift and landed his left fist full in the pit of Sharkey's stomach, the sailor curling up on the ring floor completely stopped, although not unconscious. As evidence that Sharkey was a party to the scheme he began to groan loudly and yell foul.

**Sharkey Goes Into Hiding**

Wyatt Earp gave Sharkey a brief inspection and then said:

"Foul blow. Sharkey wins."

In order to carry out the deception Sharkey was carried to his hotel and remained in hiding for a few days, but inquisitive persons who investigated reported that the sailor was seen sitting on two chairs and smoking a fat cigar an hour after the "foul" was committed.

Not only was Fitz thus defrauded of the decision but he never got any of the purse that was promised him.

But Fitz got some satisfaction for the injustice. On August 24, 1900, he got Sharkey into the ring with him at Coney Island. A more terrific beating never was handed to a supposedly first class heavyweight. Fitz battered the sailor all over the ring for a round and a half, and then in the middle of the second round hit Sharkey in the stomach with the same blow that stopped him on the coast.

The sailor was knocked cold and could not have yelled foul had he desired to. In any event it would have done him no good to have claimed foul, for George Siler was referee, and the winning blow was so palpably fair and above the belt that even a novice referee could not have done otherwise than count Sharkey out.

**Saylor Stopped Welsh**

The Wolgast episode is not the only one in which Welsh's title was saved through the erroneous work of a referee. Milburn Saylor knocked Welsh out clean with a body blow at Winnipeg October 20, 1913.

There was much confusion following the knockdown, and the astute handler of Welsh lost no time in declaring that his man had been fouled.

The referee, a novice of Winnipeg, became confused, and neither counted Welsh out nor called the blow foul. In the hubbub Welsh left the ring, and as there had been no official action by the referee, Welsh's manager had little difficulty in creating the impression that Welsh had been the victim of a foul blow.

Later on the referee issued a statement in which he admitted he had not made a dicision but expressed the unofficial opinion that the blow was low. He also expressed the unofficial opinion that Saylor was having the better of the argument up to the time of the blow that brought the champion to the floor.

All of which goes to show what rare birds are appointed to act as referee in the far west.

**Billy Joh's Action**

A decision similar to that of Floto, though not quite so flagrant, was that rendered by Billy Joh during a contest between Joe Jeannette and Battling Jim Johnson July 1, 1914.

Johnson landed a terrific wallop in the pit of Jeannette's stomach in the first round and brought Joseph to the canvas knocked out, though not unconscious. Jeannette claimed foul, which was not allowed by the referee, who still failed to count out Jeannette. The beaten man was carried to his corner, and after some hard thinking Joh announced that Jeannette would have three minutes in which to recover from the effects of the blow. This was done and the bout then was resumed and went the limit of ten rounds.

**Joh's Defence**

I had Referee Joh summoned before the Boxing Commission to explain his remarkable ruling, and while he admitted his action was not in conformity with any known rules on boxing he submitted as his chief defence that he "acted with good judgment." What Joh meant by that was that had he counted Jeannette out in the first round it would not only have deprived the on-lookers of nine rounds of boxing but possibly might have aroused the ire of the club manager, on whom Joh depended for his weekly compensation. This furnished proof positive that no referee under the present system of dependency on club managers dares make any decision calculated to ruffle the temper of the manager.

After listening to the evidence in the case the commission instructed Referee Joh in future, when in doubt as to the fairness of a blow, to call the club physician and be guided by his verdict.

**Moha Also Among Victims**

Bob Moha declares that he was deprived of a decision over the illustrious Mike Gibbons because of a claim of foul, backed up by manufactured evidence. Moha got into the ring with Gibbons at Hudson, Wis., December 4, 1914, and in the second round hit the St. Paul wizard a punch in the body that curled him up on the floor but did not affect his vocal organs. Mike screeched foul in a high key and was hurriedly removed to his dressing room. By the time the club officials reached the couch of the wounded warrior he was ready to display to them a part of his defensive armor with numerous dents in it.

Moha expresses the opinion that it was done with a hammer and that a blow delivered in the ring would certainly have sent the St. Paul man to the hospital.

**Carpentier Saved by Foul**

Carpentier, the great French middleweight and heavyweight who when he went to the front for his country was the undisputed champion of Europe in these two classes, was saved from complete knockout by a foul on one occasion, though it was not a foul blow. Carpentier was in the ring in Paris with Frank Klaus June 24, 1912, fighting for the world's middleweight title. In the nineteenth round Klaus had the Frenchman going and was just about to land the finishing blow when Carpentier's manager rushed into the ring screeching "Foul!" and carried his battered champion to his corner.

It happened that the referee was not to be misled by the ruse, and he promptly disqualified Carpentier for the foul action of his manager. This was the worst beating that Carpentier received as a middleweight, and it was the bout that made Klaus the middleweight champion of the world.

**Ledoux Claimed Foul**

Charley Ledoux, the bantam champion of Europe at the time he joined the French army, also had a complaint to make of a foul blow. Ledoux was knocked out by Kid Williams in the fifteenth round of a bout at Los Angeles July 15, 1913.

The French champion made no complaint at the time of the bout, but on reaching his native health he assured his dear countrymen that he had been hit low by Monsieur Williams. Quite possibly they believed him, for he was a popular favorite even after his defeat and accentuated the good opinion in which he was held by promptly going to the front.

When the complaint of Ledoux was brought to the attention of the referee, Charley Eyton, he denounced it as absurd and declared the blow was well above the belt.

The spectacle of a boxer admitting that he had hit a foul blow was furnished by Kid Graves a few months ago during a bout with a boxer named Al Doty at Akron, Ohio. Graves dropped his man with a blow below the belt at a time when he was winning handily. When the confusion subsided Graves, one of the manliest boxers that ever stepped into a ring, walked to the ropes and said:

"Gentlemen, I struck Doty a foul blow. It was purely accidental and entirely unintentional. It must have been evident I had no reason to hit foul, because I was winning at the time and in no danger. At that a man who would strike a foul blow with deliberation deserves to be barred from the ring. All I ask is another match with Doty in order to prove that I don't need the aid of illegal blows."

Graves was loudly applauded for his manly speech.

**The Ertle Foul**

Without doubt the blow that has caused more excitement and discussion than any of recent years was that with which Kid Williams toppled Johnny Ertle at St. Paul in the fifth round of a bout September 10, 1915.

This as complicated by the peculiar action of the referee, who, while refusing to count Ertle out, also withheld a decision on the question of fair or foul. This referee was also one of the sort who required a few days in which to think it over, and he finally announced that as the laws of the State prohibited official decisions he certainly did not intend to violate the law by making a decision. He said that he went as far as he could legally in stopping the bout, because in his opinion Ertle through injury was unable to continue. This naturally opened the way for a claim of foul on the part of Ertle and the resultant capture of Williams's title.

A canvass by the New York Press of thirty of the leading experts on boxing in America upset the Ertle contention, the consensus of opinion being that in a State where decisions were prohibited by law the referee's action could not be twisted into a decision and no title could change hands.

## BOXING IN AUSTRALIA

### Sport Is Prospering, and Part of Proceeds GOes to Charity

New York, August 31.—Despite the war, boxing continues to enjoy prosperity in Australia. In fact the majority of the stadiums where boxing exhibitions are conducted there have lately taken on the atmosphere of social and charitable centers instead of places where sportsmen go. Governors, Judges, Prime Ministers, and others prominent in Australia's everyday life are in attendance at the majority of the boxing matches being staged by the syndicate headed by Snowy Baker, which practically controls the sport in the land of the kangaroo.

Since the beginning of the war, with its attendant financial demands for the returning wounded soldiers and their dependents, Baker has made a policy of connecting his string of boxing clubs with all charitable patriotic movements, and this action is finding favor with followers of the sport, in addition to enlisting a number of new enthusiasts. In the City of Brisbane these charitable affairs form a regular feature and always attract a representative gathering of political and society folk.

Baker is associated with Australia's theatrical promoters, Hugh D. McIntosh, who promoted several of this country's biggest boxing bouts, and Hugh J. Ward, in a plan to raise $500,000 for the comforts funds of of Australian regiments.

A letter from Baker contains the news that on a recent Sunday forty boxers journeyed to French's Forest, a strip of scrub and forest area about twenty miles from Sydney, which has been given to soldiers invalided or wounded, for use in fruit, vegetable and poultry farms, to aid in the work of clearing the land and erecting homes. Volunteers from all classes have challenged other sporting groups, including the swimmers, cricket, and football players, to see who will first clear twenty acres and build a house, working on Sundays. Among those who are aiding in the labor are Les Darcy, the middle and heavyweight champion of Australia; Dave Smith, a former champion; the four Urens, all Australian boxers; Red Watson, Harry Stone, and Buck Crouse, American ring exponents, and Snowy and Fred Baker.

The popularity of boxing in Australia is evidenced by the returns from the matches staged. In Sydney the amount taken in at a set of boxing exhibitions varies from $3,000 to $20,000, according to the importance of the contest. Brisbane, although not a large town, maintains a prosperous level of popularity, and in Melbourne, where the sport languished until Baker decided to assume the promotion of the game, a card of average quality attracts a crowd of 10,000 persons.

Eddie McGoorty's interest in boxing events is now that of a spectator and not a competitor. The Oshkosh middleweight, according to latest reports, has taken on considerable superfluous weight, and has probably contested in his last ring exhibition.

Eddie Moy, the Philadelphia lightweight, gained popularity by the easy victory over Fernand Quendreaux at Brisbane recently.

## RUSSIAN BILLIARDS POPULAR

### New Version Is Gaining Favor Among New York Cuemen

New York, August 31.—Russian billiards, which has just been adopted in this city, is a fascinating game which probably owes the spread of its popularity to the fraternizing of Russian and British officers while on temporary absences from the front. It has been introduced into New York by John Doyle, the billiard impresario. As soon as the game has grown out of the infant stage here tournaments will be arranged to take the place of the golf pool contests held last Winter.

There are any number of opportunities to score and just as many chances to lose the score and to incur penalties. Five object balls, which may be used for carooms, losing or winning hazards, present wondrous means for producing high runs, but playing into the wrong pocket nullifies the score made and earns a penalty besides.

The game is played on an English table, the scores to be made off the different balls varying from 1 to 9. Only one of these balls may be used in making winning or losing hazards in any pocket. That is the red ball, which is placed on the pyramid spot. A pocket shot off the red, however, only nets one and is seldom played except to gain position or for safety. The yellow ball is placed on the left-hand edge of the balk line and may only be potted into the left-hand lower corner pocket. A score off this ball counts three. On the other side of the balk line rests the green ball, which must be played for the right-hand lower pocket for a count of five. On the spot at the head of the table is the pink ball, and the player has the choice of either pocket at the top of the table for winning or losing hazards that count seven. The most remunerative ball of all is the brown, which has its place on the spot used for golf pool, midway between the two middle pockets. Nine is scored for a hazard off the brown ball in either of the middle pockets. When the chances for carooms off any of these five balls are taken into account it can be seen that the possibilities for scoring are greater than in any other billiard game.

Pitfalls for the unwary are numerous, and, although the game is 100 up, a player sometimes makes more than twice that number before he either loses or wins. One of the ticklish points is that the 100 must be made exactly, and should a player make a carom counting two when his score is 99, he has to begin his string all over again. Lesser penalties are decreed for going into the wrong pockets off any of the colored balls, except the red ball, which is neutral and may be directed into any pocket with impunity. Should a player pocket a ball into a wrong pocket, he not only loses the amount of the run already made, but has to deduct from his string the value of the ball. For instance, if a man runs fifty and then planks the brown ball in either of the corner pockets, or if the cue ball goes in after hitting the brown ball first, he cannot score his fifty, but must deduct nine from his tally. The same penalty is incurred for missing the first object ball, provided no other ball is hit. The run made is lost and the player must deduct the value of the ball shot at.

Even in the hot Summer months Russian billiards has almost entirely ousted the English game from many billiard rooms. It has the advantage of more rapid scoring, and the certainty that the poor player can often win games.

## After the War—By Domino

SAY! After the war, what a time there will be,
We'll all be like Berlin—out on the Spree ——
And the games that we'll have—well just 'Wait and See' ——
*After the war.*

* * *

THE boys will come back to their ev'ryday life
And leave far behind them sad thoughts of the strife.
They 'MAY' bring some loot but they'll All have a wife ——
*After the war.*

* * *

THE poor king of Greece! He will still think he's right;
His Queen will say: "Constantine, RIGHT AND NOT MIGHT."
And when his crown's gone he will answer: "I'll fight" ——
*After the war.*

* * *

AND Patrick will go back to Erin and cool;
Lloyd George and John Redmond will give him Home Rule,
But "Justice For Ireland" he'll still teach in school ——
*After the war.*

* * *

IN Shanghai the B.P.O.'s tariff will damp
The spirits of those who would write the Home Camp;
And ten cents plus two you will pay for your stamp ——
*After the war.*

* * *

JOHN Chinaman won't want to make any squeeze;
Like old Tong Shao-yi he will sit at his ease
And let his dear country be ALL Japanese ——
*After the war.*

* * *

THE dear Suffragettes on munitions won't dote
They'll say to Sir Asquith: "Oh, we've got your goat!
We've played the game by you, so give us the vote" ——
*After the war.*

* * *

FOR fun and for frolic you need have no grouse
There'll be stunts for "Smart Set" and poor "Country Mouse"
And they'll get through rechanging the old Astor House ——
*After the war.*


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